

MAY 1937

ATLANTIC FISHERMAN

VOL. XVIII

Registered U. S. Patent Office
MAY, 1937

NO. 4

Tough Jobs are everyday jobs for this QUALITY-BUILT Rope!

During the recent flood disaster, this dependable rope did many important jobs. As guide lines on pontoon bridges and on power boats, it aided in the rescue work. It also is a favorite in river control projects.

Day in and day out Columbian Tape-Marked Pure Manila Rope is chosen for the tough jobs. Users know that it will stand the gaff because it is **QUALITY CONTROLLED** every step of the way from the selection of the raw fibre in the Philippines to the final inspection of the finished rope in our modern rope mill.

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**QUALITY
Controlled**
every step of the way



Columbian Rope is shown here doing its bit in the important Missouri River control project.

Flood victims arriving from Louisville, Ky., are shown here as they were being transferred from rescue boats to refuge trains. Int. News Photo.

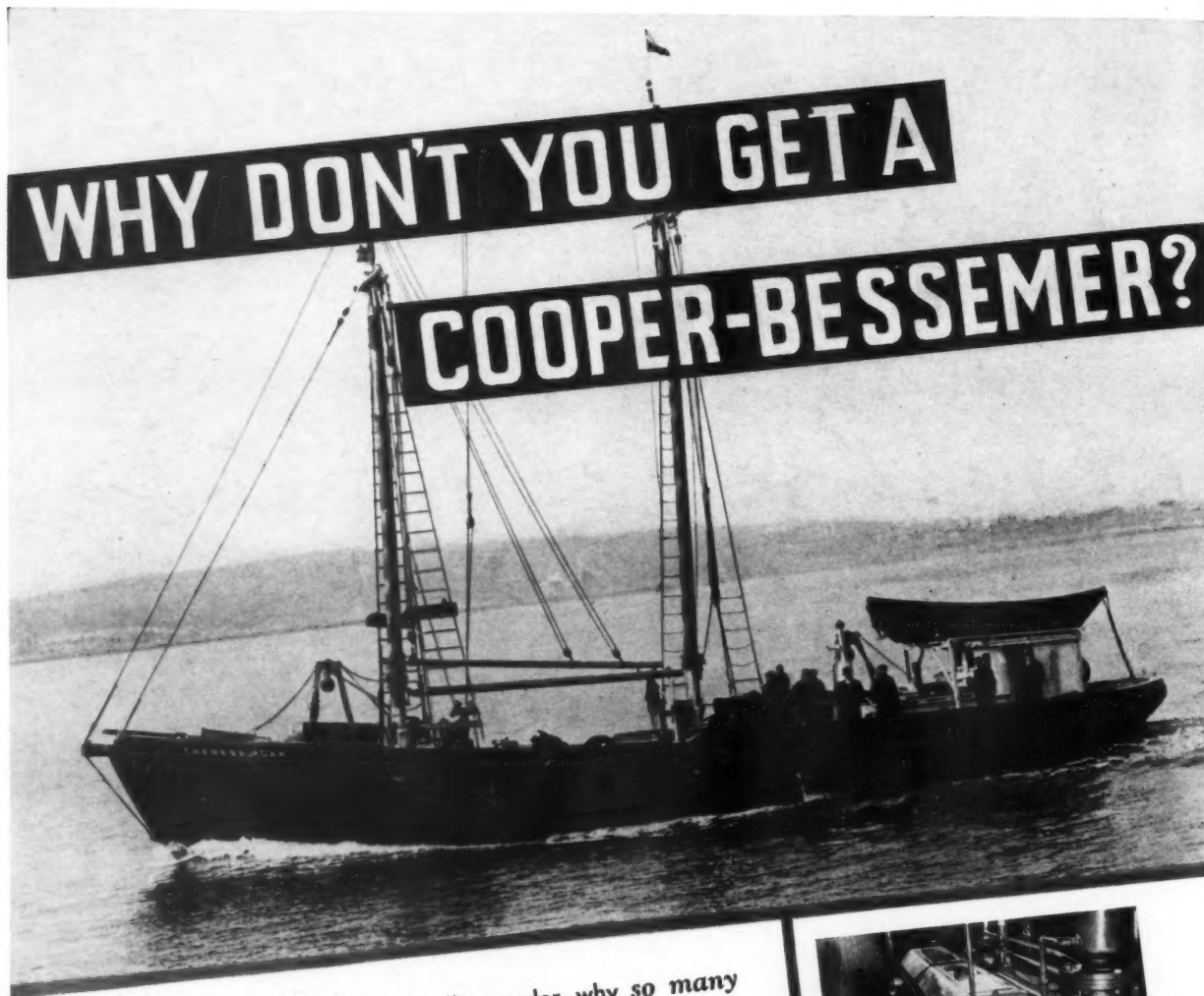


COLUMBIAN TAPE MARKED PURE MANILA ROPE

Boston Office and Warehouse

38 Commercial Wharf

WHY DON'T YOU GET A COOPER-BESSEMER?

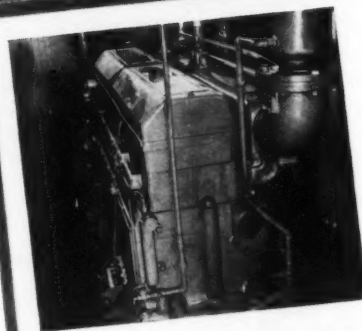


Haven't you often asked yourself, "I wonder why so many fishing boats are Cooper-Bessemer Diesel powered?"

Well, the answer is just what you thought: Cooper-Bessemer Diesels are good—and they're good EARNERS, too!

Put in a Cooper-Bessemer, and you'll get greater convenience than you ever thought possible. You'll get same kind of reliability that the coast guard has in their Cooper-Bessemer-powered patrol boats. And you'll enjoy the greatest economy you ever knew.

So, why wait? Call in our representative, now.



Engine room of the 73' Gloucester schooner, "Theresa and Dan," showing the Type FP-6 direct-reversing engine, equipped with sailing clutch, and rated 180 H. P. Owner, Captain John Hall. Speed, 10 knots.

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The Pacific Marine Supply Co. Seattle, Washington

51 Duncan St.
Gloucester, Mass.

Esperanza Bldg.
Houston, Texas

540 E. 61st St.
Los Angeles, Calif.



**On the Atlantic
and Pacific alike**

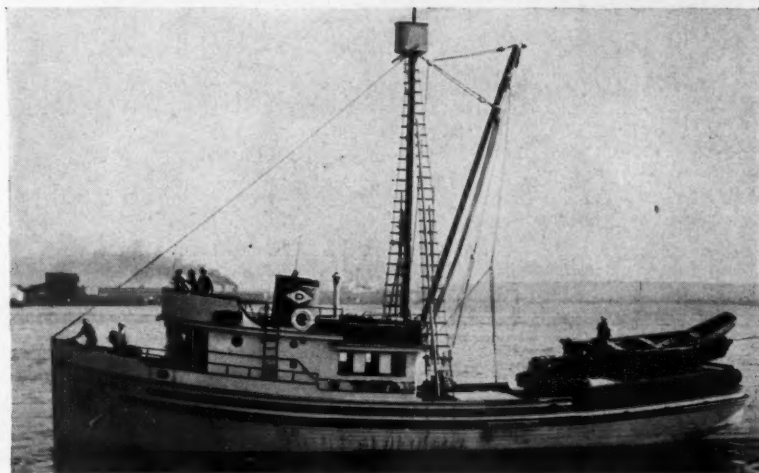
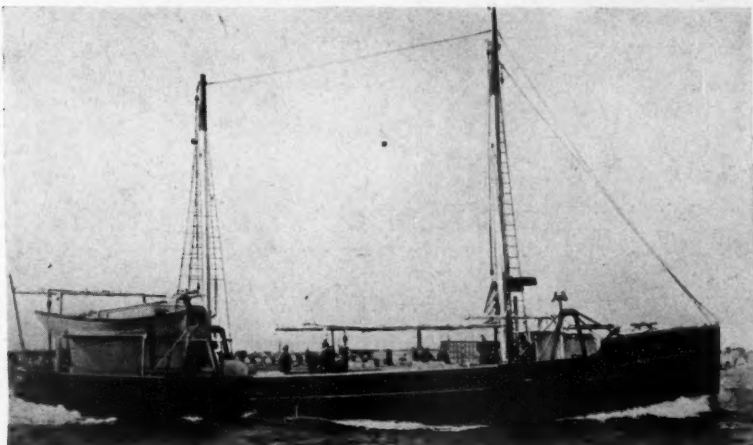
... OUTSTANDING NEW CRAFT TURN TO EXIDE

HARDLY a week passes by without the launching of a new fishing vessel incorporating modern features of proved worth. All the experience of the past, plus the scientific developments of today, are helping to make these vessels the last word in dependability and efficiency.

It is not at all surprising that so many new craft rely on Exide Marine Batteries. For here, again, all past experience is combined with the soundest of modern developments. Fish-

"Mary Jane," a 92-ft. dragger equipped with an Exide Marine Battery operated with the Exide Marine Floating Battery System. In emergencies the

battery can take care of all lighting, operate the fish hoist and auxiliary pumps, including bilge pump, salt water pump, and lubricating oil pump.



Purse Seiner "Dependable," a new Diesel-powered vessel equipped with an Exide Marine Battery that assures operation of lights, photo-electric

pilot, automatic quartermaster, two separate water-pressure systems, an electric refrigerator in the galley, and other electrical auxiliaries.

ermen know that Exides are dependable. They have seen the actual proof that there is no more economical battery than an Exide. And they know that the Exides in the new line are of *genuine marine type and quality*—built for dependable sea-service under every condition afloat.

There are 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for larger vessels. Save and play safe with an Exide. See your marine dealer, or write to us.



THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

WHY CHANCE *Losing a Catch?*



The "TRITON" and the "NEPTUNE"—both owned by John F. Fulham—Haskins Fish Company and both equipped with Willard Marine Batteries.

● A big catch... a good market... and then, equipment failure at a critical moment; a big part of the season's profit at stake; a call on your batteries for reserve power! What happens?

It is in these emergencies, which every fisherman meets, that Willard Marine Batteries demonstrate their great stamina. Experienced skippers equip with Willard "Reserve Capacity" Batteries for steady performance, and long life on the routine jobs and for the extra power needed in the emergencies.

In other words, Willards COST LESS TO OWN because they last longer and perform better. To insure your profit install them on your boat.

Wherever you dock, you'll find a stock of Willard Marine Batteries close by.

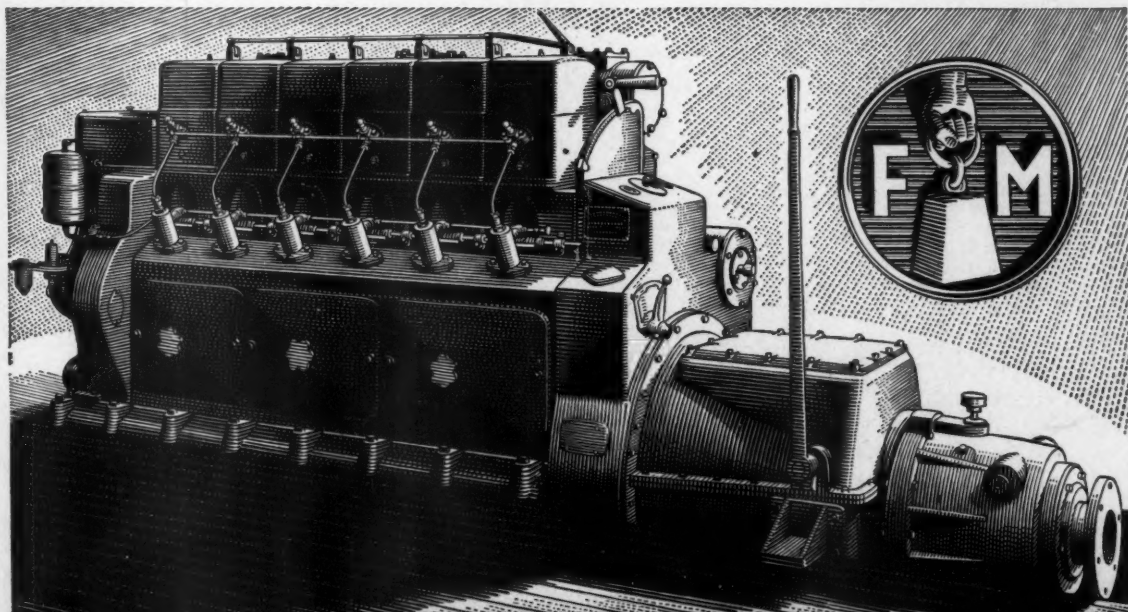
WILLARD STORAGE BATTERY COMPANY • Cleveland • Los Angeles • Toronto, Canada

Willard STORAGE BATTERIES



... WILLARDS COST LESS TO OWN

WHETHER YOU BUILD OR CONVERT—



See "Diesel Headquarters" First

● The common sense way to choose a Diesel is to select the builder of Diesels who offers you the widest, most complete line of marine engines from which to select. For this means that you can choose an engine without sacrificing those features that will insure you a successful installation. It means that you will get *exactly the engine you need*—the first time!

Fairbanks-Morse builds a complete line of Marine Diesels for every type of fishing service, ranging in size from the 10-hp. Model 36 to the big Model 37s, which power big trawlers like the *Illinois* and

fast tuna clippers like the *San Lucas*.

Whether you are in the "just planning" stage, or whether you are actively in the market for *any* Diesel engine, it will pay you to see "Diesel Headquarters" first. For your copy of Bulletin H241, address Fairbanks, Morse & Co., General Offices: Chicago. New York—Boston—Baltimore—New Orleans—Jacksonville—Dallas—Los Angeles—San Francisco—Portland, Oregon—Seattle. Branches with service stations in principal ports in every sea.

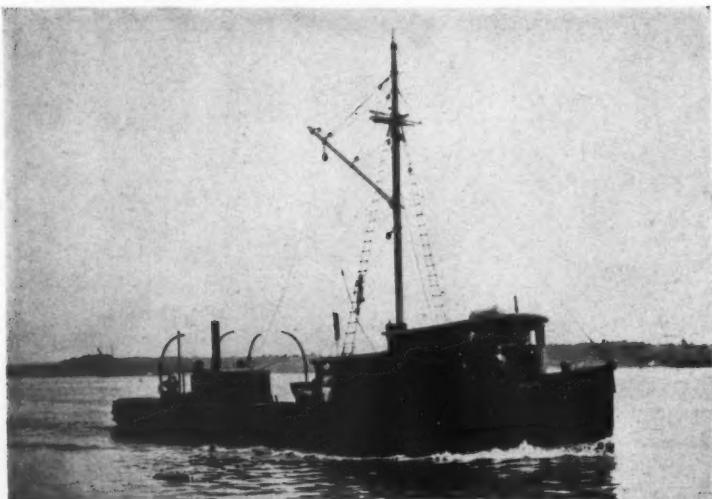
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APPLIANCES • HOUSEHOLD PRODUCTS • HEAT-
ING AND AIR CONDITIONING EQUIPMENT



MORSE
Diesels



Caroline

owned by The Southern Chemical Company of Savannah, Ga., and powered with a pair of Superior Diesel engines developing 100 H. P. each at 1600 R.P.M. through 3 to 1 reduction gears.

Caroline—a 109' x 19' x 6'6" menhaden boat—elected to "go modern" several months ago and installed a pair of SUPERIOR 100 H. P. High Speed Diesel engines with 3 to 1 reduction gears in place of her former heavy duty direct drive oil engines of almost twice the size and weight . . . To the uninitiated it seemed like a David taking on a Goliath's job, but to those familiar with the principle of power transmission through reduction gears, Caroline's improved performance was a foregone conclusion . . . In every department Caroline is a better boat than previously—faster by two miles per hour, far more economical on fuel and lubricating oil, easier to handle, cleaner, quieter and wholly free from vibration.

THE NATIONAL SUPPLY COMPANY OF DELAWARE

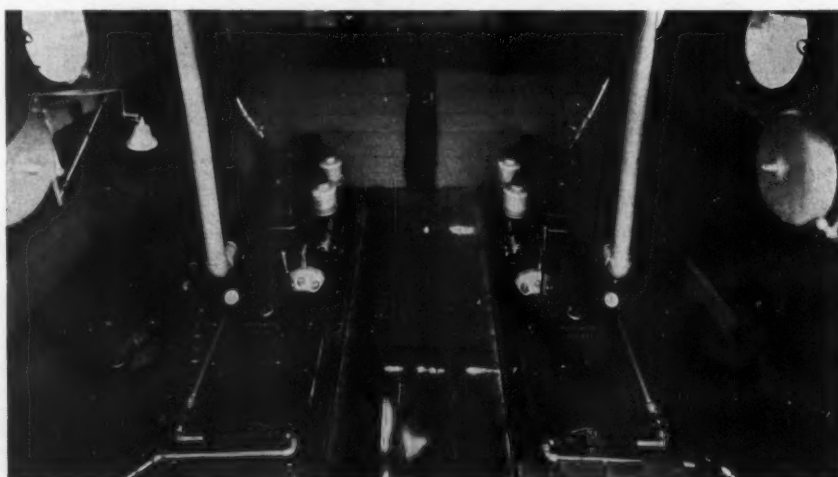
SUPERIOR ENGINE DIVISION

LOS ANGELES, CALIFORNIA

SPRINGFIELD, OHIO

PHILADELPHIA, PA.

The Caroline's
engine room



Superior DIESELS

HEAVY DUTY MODELS: 50 to 810 H.P., 250 to 720 R.P.M. • HIGH SPEED MODELS: 25 to 150 H.P., 1200 to 1800 R.P.M.

PREPARATION



Photo by
Anton Bruehl

PREPARATION of the fiber for spinning is an important process in the making of Plymouth Ship Brand Manila Rope. In the various operations of cleaning, combing, spreading and finally combining the fibers into a soft, continuous sliver or "roping" of proper and uniform size and parallelism of fibers, great care and constant watchfulness must be exercised. Herein lies one of the secrets of fine rope-making.

The responsibility for making good rope of uni-

formly high quality depends no more upon these scientific machine processes than upon the expert, painstaking workmanship which characterizes the Plymouth ropemaker, many of whom are sons and grandsons of former employees.

The Plymouth standard of *controlled* quality demands superiority in materials and machines, in men and methods. It produces men worthy and proud of their calling . . . and rope equal to the severest requirements of the fishing industry.

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NORTH PLYMOUTH, MASS., AND WELLAND, CANADA

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...TO Serve YOU BETTER

THIS new and modern can-making plant is the largest in the world. It is equipped with the latest and most efficient machinery, providing unexcelled facilities for producing and shipping all types of cans, both plain and lithographed.

Packers of raw oysters, crab meat, shrimp and other sea foods will find here the kind of service that is both complete and helpful. This company is independent of all others in the field. Behind it are the resources and laboratory facilities of one of the country's largest business institutions—the Crown Cork and Seal Company.

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Independent and Helpful

DIVISION OF CROWN CORK & SEAL COMPANY

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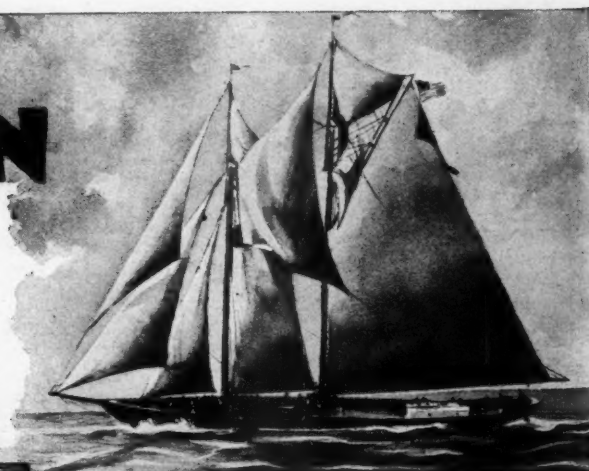
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Oyster Convention to Mark Progress

WHEN oyster growers, dealers, buyers, scientists, conservation officials and friends of the industry convene for their annual meeting at the Hotel Pennsylvania, New York City, on June 1, 2 and 3, the gloom that enveloped the industry two short years ago will have been replaced by a much more optimistic and happy outlook. Due to the courage and foresight of the industry in digging deep into its pockets when the prospects for profits were bleak and discouraging, and staging a national promotion campaign to correct the downward sales curve, we now have an industry in which stocks are limited, demand healthy, and prices high.

This encouraging situation should bring out a record attendance to hear the detailed reports of the past season's accomplishments, and to take part in drafting plans for the 1937-38 campaign.

Buyers Especially Invited

As announced in our April issue, the convention will be, as is customary, a joint meeting of the Oyster Growers & Dealers Association of North America and the National Shellfisheries Association, the latter composed largely of oyster scientists and conservation officials. Members of the Oyster Institute of North America, most of whom hold membership in the O. G. & D. A., will of course be present, and a special invitation has been extended this year to oyster buyers. Royal Toner, Chairman of the Committee on Arrangements, is working out an interesting program for the entertainment of the ladies, who are also especially invited this year.

Directors Review Accomplishments

Paving the way for the presentation at the convention of the 1937-38 Oyster Institute program, an important meeting of the Institute Directors was held on April 14 in New York City. It would be premature to disclose the results of the meeting, but it can be said that the Institute is in excellent shape financially. When the Institute's year closes, all bills will have been paid, and a good balance left in the treasury. It may also be revealed that in view of the excellent work of the Washington office this past year, especially in the educational and publicity fields, it is quite likely that this part of the program will be materially expanded in the coming season. Dr. Lewis Radcliffe, Director of the Institute, deserves and will undoubtedly be given the credit that is his for ably handling the multitude of details as well as the broader aspects of the

year's work. His knowledge of the oyster industry coupled with his many years of experience in Government service have been put to exceptionally good use for the benefit of the Institute members and the industry as a whole.

Department of Buyer Relations

One phase of the Institute's work of the past year which has not received the public attention it merits is the Department of Buyer Relations. A sincere effort has been made to interest oyster buyers in the work of the Institute and the problems of the industry, no doubt on the assumption that teamwork between growers and buyers will result in more sales at better prices. Throughout the past season, the Institute has issued a series of special "Buyer's Bulletins", covering such subjects as the care and handling of oysters, legislation, data on the effects of freezing in transit and freezing at point of production, references to the Institute's advertising program, and the like. Buyers have indicated their appreciation of this cooperation, and the expansion of this service which has been proposed will undoubtedly be fruitful in cementing the bond between the two groups. The special invitation to buyers to attend the convention is an excellent gesture, and it is hoped that a large number will accept. An inspection trip to oyster grounds will be made if a sufficient number of buyers attend.

The program is bound to be interesting, for oyster conventions have an enviable record in that respect. Topics and speakers are selected with care; discussions are free and forthright. In addition to the business topics, Dr. Herbert F. Prytherch and his fellow scientists of the National Shellfisheries Association will bring to the convention news of recent developments in their field of practical interest to growers and dealers.

For the third consecutive year, the ATLANTIC FISHERMAN will publish and distribute the Official Program. A full report of the convention will appear in our June issue.

Radcliffe Replaces Beach on Advisory Committee

During the past year, Howard W. Beach, President of the Oyster Growers & Dealers Association, has represented the industry on the Fishery Advisory Committee, formed some time ago by Secretary of Commerce Daniel C. Roper. For the ensuing year, Dr. Lewis Radcliffe, Director of the Oyster Institute, will act in a similar capacity, replacing Mr. Beach in view of the custom of limiting membership to one year.

Fish Producers Exchange of Florida

By Stanley de J. Osborne, President

THE greatest obstacle to prosperity in the producing end of the fishing industry has always been the problem of distributing the catch of thousands of individual fishermen who are scattered up and down the coastal waters of this country. If ever stability is to be found in our industry, there must be a solution to the question of how to get fish from the scattered producer to the consumer quickly, cheaply, and yet at a price commensurate with the expense involved. Looking at our industry broadly, the greatest difficulty in distribution is not found in selling processed goods—fillets, steaks, canned and frozen fish, etc., although these have their own peculiar troubles, but it lies in selling the scattered catches that do not loom large at any one point of production, but which, in the aggregate, create a merchandising problem affecting the entire economy of the fish business.

On a single day a producer should know the amount of fish caught everywhere else, the amount of competitive fish available, the demand for all fish and for specific varieties in all of his markets, the prices he should quote, the expected prices in the consignment markets, the credit standing of his customers and consignees, the cheapest form of transportation for his fish, and probable weather conditions in the near future. In no other way can he produce and sell his fish intelligently; he cannot decide what price to quote his customers, nor how much of his fish to consign to the great markets of the Eastern seaboard; he cannot know how much more fish to get, or where to sell his catches. And yet, how many out of the thousands of producers of fish throughout the country have daily even a smattering of this most essential knowledge? Low prices, glutted markets, poor earnings, and staggering credit losses are the penalty the industry has had to pay for this lack of important and vital information.

Little good can come from blaming distributors, consignment markets, buyers, and other types of fishing gear for the ills of the industry; these have already been the rallying point of too many self-appointed saviours of the fishermen, and not any have changed matters a whit.

The cure for the economic difficulties of fish producers lies within their own reach. Any group of fish producers can help themselves immeasurably on the road to better conditions if they are willing to treat the problem directly and honestly. They will have to give up some of their individualism and suspicion towards others, they will have to place their trust in the honesty of one or a group of men in their industry, not in sudden saviours who appear every so often, and, above all, stop blaming others for their troubles and try to solve their problems themselves.

A Four-Year Practical Test

All of which would be gratuitous and theoretical advice and not worthy of much consideration, were it not for the fact that in one of the larger fisheries of this country this has already been done successfully not for one season but for four years, with each year better than the last.

In 1932 Florida's fishing industry was in a desperate condition. With general industrial activity curtailed by the depression, fish could no longer find a ready market, more and more people otherwise unemployed took up fishing, and larger amounts of fish were dumped onto a shrinking market. With the regular Southern outlets radically reduced, more and



Stanley de J. Osborne

more fish was dumped into the New York market. Little thought was given to proper merchandising in this market, which constituted 60 per cent of the outlet for Florida's Winter fisheries. Car after car was dumped on the market in one day, with a good likelihood that no fish would be available on the next day; prices would collapse on one day and skyrocket the next. Furthermore, by spreading fish all over the New York market, producers used their own fish to knock down the price structure on other parts of their production. These conditions led to more fish being dumped on smaller outlets; prices collapsing, quotations flying around wildly, and quality not benefiting by the losses suffered by the industry. Fishermen no longer received enough for their production to feed themselves; producers used up all their remaining capital, together with all they could beg or borrow; and distributors, unable to buy with confidence, cut down their purchases to the vanishing point.

Something had to be done, and was done. The industry laid aside its internal squabbles, its jealousies, and its suspicions and tried an idea which has today grown into the "Fish Producers Exchange of Florida, Inc.", a co-operative-type of organization, which is now handling close to \$1,000,000 of Florida fish a year and has brought, we believe, a solution to the distributive problems of the fisheries of this great State.

Organization and Accomplishments

With a main office and plant in Jacksonville and representatives on both coasts of the State, "Fish Producers Exchange" has become the nerve center of the Florida industry.

Cooperating closely with all producers, as well as with selected distributors throughout the country, it has at every hour of the day information as to how much fish has been produced in every section of the State, what competitive fishes from other areas are being caught, the condition of every market in which Florida fish is sold, expected prices in the Northern markets, weather conditions throughout the country, etc. This information is wired and written at once to every co-operating producer in the State, giving him knowledge which he would not possibly get himself except at a tremendous cost, and allowing him to increase or decrease his production according to demand.

Distributors of Florida fish are contacted as often as required and given telephone information as to production conditions so that they can gauge their future marketing problems.

The New York market is communicated with three or four times a day to keep it in touch with production, and to get its latest reports on sales.

It would be interesting to note what Fish Producers Exchange, Inc., has been able to do, and what its fundamental policies have been.

It handles the fish of any responsible dealer-producer in Florida.

It sells to anyone whose credit rating will bear scrutiny. In four years, not one dealer who has shipped through the Exchange has lost one cent in bad credits and this, on over \$2,500,000 of sales.

In New York it deals with a few of the larger and stronger houses, believing that by giving these merchants the responsi-

(Continued on page 24)



Left: An improved method of dumping and cooling cooked crabs. Right: Inexpensive but clean packing equipment.

Sanitary Methods of Crabmeat Production.

By Albert C. Hunter, Senior Bacteriologist
U. S. Food & Drug Administration

SANITARY production of crabmeat is dependent both upon the use of proper equipment and the application of proper methods. If one of these is more important than the other, emphasis must be placed upon methods. It is easy to obtain a false sense of security with the mere installation of nice appearing apparatus. Food technologists have long recognized the possibilities of producing an unclean product in clean surroundings through the application of improper methods, and, while it is no argument for the maintenance of an unclean establishment, it is also conceded that, if necessary, a clean product can be prepared, even with poor equipment, by the exertion of proper care.

State governments in practically every State in which crabmeat is produced have issued regulations covering, from the viewpoint of sanitation, the types of equipment that may be used. These regulations are, or should be, in the possession of every producer of crabmeat, and it is, accordingly, unnecessary to enumerate and discuss them in detail. There are, however, some points regarding equipment so essential to maintenance of sanitary conditions that they may be considered outstanding and worthy of special comment.

Buildings and Equipment

Buildings for crabmeat production should be light, well ventilated, with cleanable floors, walls, and ceilings, and made proof against invasion of rats, flies, and other vermin. Tables should be built with tops of hard, non-porous, cleanable material. Chairs and stools should preferably be of metal, should be well painted, and scrubbed daily. There should be scrupulous avoidance of the use of baskets, boxes, or other utensils that are absorbent, and therefore uncleanable.

To keep cooked crabs off the floor during cooling, a properly constructed cooling platform, which can be cleaned and from which crabs can be removed without standing on the platform, is recommended.

The management should insist on the use of a special one-piece metal knife maintained in its proper place at the plant when not in use. Picking pans also should be of sanitary construction, easily cleanable, and kept inside the plant. All instruments should be cleaned and sterilized frequently. Shovels used for handling cooked crabs and ice should be hung off the floor when not in use.

If the use of paper towels is impracticable and there is necessity for some type of wiping cloth, thought may be given either to contracting for the daily laundering of inexpensive cloths provided the pickers, or to insistence on the bringing to work each day a freshly laundered towel from home.

Methods

Pickers and packers should thoroughly scrub their hands with hot water and soap before beginning work at the start

of the day. This operation should be carefully repeated before returning to duty after each absence from the picking and packing rooms. Pickers should wear clean aprons and caps as a part of the program which provides clean surroundings and prevents contamination. Children, loiterers, dogs and cats should be banned from the plants.

If necessary to wash bobbed crabs prior to picking, this should be done under clean, unpolluted, running water.

The piling of filled pans of crabmeat one upon another to facilitate transportation from the picker to the packer should be avoided. Ice should be rinsed thoroughly and crushing should take place in a clean, metal-lined, protected bin set apart for that purpose only.

To insure a constant state of cleanliness for the pans used as receptacles for picked meat, it is essential that after each delivery and before re-use, these pans should be washed free from residue and then dipped in a strong disinfecting solution, prepared from sodium or calcium hypochlorite in such strength that it is an efficient destroyer of germs. Rather frequent attention must be given to the need for renewal of the solution if any good is to be derived from it.

When the plant is not in operation the cleaned and sterilized picking pans and knives should be stored in a protected cupboard or cabinet provided for the purpose.

Waste Disposal

If scrap is not to be removed from the premises promptly, crack-free cement bins outside the plant should be provided for its storage until proper disposal can be carried out. Temporary storage places should be made inaccessible to rats, cats and dogs.

Toilet and Washing Facilities

Proper toilet facilities for the use of employees are extremely important. Toilets should have tight fitting, self-closing doors, with screened ventilator or windows, and should be kept clean. An ample supply of hot water and soap for hand washing should be made available.

Supervision

Supervision is necessary if rules and regulations laid down are to be carried out. The employment, therefore, of a competent foreman or forelady endowed with authority to enforce the rules and with sufficient diligence and sense of duty to do so, would seem to be the logical procedure. The duties of this person should be that of supervisor only.

To be a competent supervisor of sanitary procedures one need not be a highly trained technician. The laboratory tests applied to determine the fitness or unfitness of crabmeat are, of course, technical to a great degree, but methods of preparing crabmeat to pass this test involve nothing more than the application of sound principles of hygiene well known to every housekeeper who takes pride in her spotless kitchen.

Protection from the Fire Hazard

The Carbon Dioxide Type of Fire Extinguisher

OF all the hazards to which fishing boats are exposed, one of the very worst is fire. Striking suddenly, often preceded by a damaging backfire or explosion, no boat can resist its power unaided. Fortunate indeed is the crew that escapes without injury and with personal belongings intact. Fortunate, too, is the owner who loses no more than a few days of fishing while repairs are being made.

A good fire extinguisher, or extinguishing system, is one of the best investments any boat owner can make, especially in the case of fishing craft, where the savings of a lifetime may be involved.

Several kinds and makes of fire-fighting apparatus are on the market, and each has its good points, but this article will deal only with the carbon dioxide type, one of the most efficient available, and approved by the Underwriters' Laboratories.

Carbon dioxide, also known by its chemical symbol, CO_2 , should not be confused with carbon monoxide. The latter is a deadly poisonous gas, fatal to life in even small amounts. Carbon dioxide, on the other hand, is so harmless that it is used extensively in soft drinks by manufacturers of carbonated beverages.

Carbon dioxide's merits as a fire extinguisher are based on several factors. The gas will not burn, and neither will anything burn in it. As it is 50 per cent heavier than air, it quickly and effectively snuffs out fires by displacing the air which flames require. Moreover, being a gas, it goes around,

under and over pipe lines and other obstructions, and can penetrate even the smallest crack, reaching fires that may be raging under cover of floor boards, between walls, or in other confined spaces.

It is harmless to machinery, and for that matter, to even the most delicate fabric. The gas is non-corrosive, tasteless, odorless, dry and clean, leaving no mess to clean up.

Furthermore, CO_2 is a non-conductor of electricity; it can be used safely on burning motors, generators, wiring or other electrical units or connections, even if they carry high voltage.

In fire extinguishers, carbon dioxide is stored under pressure in air-tight containers. Inside its cylinder, it is a liquid, which will neither freeze nor deteriorate with age. The contents of the container never require renewing unless some has been used, in which case a recharge may be had at any carbonic or bottling plant.

When the cylinder valve is opened, the pressure in the cylinder forces out the CO_2 —no pumping is required. When it reaches the atmosphere, the liquid changes directly into a

gas, expanding 450 times its initial volume. The gas, being heavier than air, forms a blanket in which fire cannot live. From three to ten seconds is all the time required to put out a blaze, even in cases where gasoline from a broken pipe line is a streaming flame. It works well whether the hatches are open or closed.

Manufacturers of this type of fire extinguisher offer a wide range of sizes of units, starting

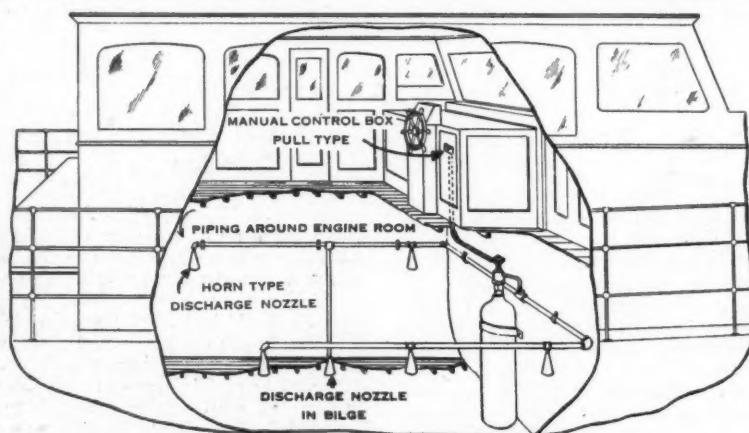
with a small hand extinguisher, and proceeding in size to built-in systems which can be built large enough to protect even the most massive vessels.

The built-in systems involve piping the engine room, galley, cargo space, radio room, etc., as may be desired, with nozzles placed in strategic spots. Control may be manual or automatic. With the former, the control can be located in the engine room, pilot house, or any other place that the boat owner wishes; in case of fire the presence of someone to open the valves is required. With an automatic system, the boat is protected even if deserted. One such system on the market makes use of a heat detector unit, which is suitably connected with the CO_2 cylinders. This particular unit ties in with a valve which releases the carbon dioxide in case of an explosion, before the fire—which almost always follows an explosion—has even started.

Some of the well-known ships using the carbon dioxide system are the *Queen Mary* of the Cunard White Star line, *Europa* of the North German Lloyd, *Monarch* and *Queen of Bermuda* of the Furness line, *Conti di Savoia* of the Italian line, *Empress of Britain* of the Canadian Pacific line, *President Hoover* and *President Coolidge* of the Dollar line, *Antigua* of the United Fruit line and the *Lafayette* of the French line. Hundreds of other passenger and cargo ships, oil tankers, yachts, and work boats, including a large number of fishing craft, are carbon dioxide equipped.

Although the fire hazard is less on boats with Diesel engines than on those with gasoline motors, danger is always present. An insurance company dealing largely with New England fishing craft, where the percentage of Diesels to gasoline engines is higher than elsewhere on the Atlantic Coast, reports "We can tell you from our own bitter experience that from 1927 to 1935 we had one hundred and twenty-eight fire claims with losses aggregating three-quarters of a million dollars."

No boat is free from the fire hazard. The thing to do is to be prepared for it. Insurance, if carried, may protect your investment, but a good fire extinguisher protects lives.



A built-in carbon dioxide fire extinguishing system of the manual control type.



Hand type of carbon dioxide fire extinguisher being used to put out an oil fire.

"Muskegon"

Launched at Rockland For Captain A. A. Bain

AS fine a dragger of her size as ever went down the ways was launched at Rockland, Me., on April 26, when the *Muskegon*, built for Capt. A. A. Bain of Owl's Head, Me., took to the water from the yard of the I. L. Snow Co. Miss Isabel Bain, daughter of the owner, performed an unusual christening ceremony by tossing a beautiful floral bouquet instead of crashing a bottle of champagne on the bow.

The weather was perfect, and a large crowd cheered while a railroad locomotive on the siding nearby whistled lustily as the *Muskegon* floated gracefully just offshore.

Several Innovations

She is 72 x 18 x 9 ft., 56 gross and 22 net tons, with accommodations for 12 men and a hold capacity of 60,000 pounds. Many innovations and refinements are incorporated in her design. The pilot house has sliding doors, a built-in desk with drawers for charts, and two bunks. There is an engine room telegraph, new for this type of boat; the steering chains run inside through pipes instead of on deck; there is a covering over the rudder quadrant, and no obstructions on the deck. The aft quarters have two entrances, one from the pilot house. There is an electric toilet instead of the usual mechanical type.

The craft has an oak frame, is planked with yellow pine, and the deck is laid with native pine. The afterhouse is finished in cypress, sheathed with North Carolina pine, and trimmed with cypress and mahogany. North Carolina pine and cypress have been used in the fo'c's'le. Spars are Oregon pine.

Engine and Other Equipment

The main engine of the *Muskegon* is a Wolverine Diesel, 4-cylinder, 4-cycle, 9 $\frac{1}{4}$ x 14, developing 140 hp. at 350-360 rpm. It is of the solid-injection type, two-stage combustion. The fuel system, air starting system and governor are of Wolverine make and design, as are also the reverse gear, all pumps and air compressors. The reverse gear is of the bevel gear type, 100 per cent reverse, with roller bearing thrust, and is completely lubricated and enclosed in the housing. All the pumps, such as circulating, bilge and air compressor, are housed in, in a readily accessible manner, at the rear of the engine. The reverse gear control is carried to the pilot house.

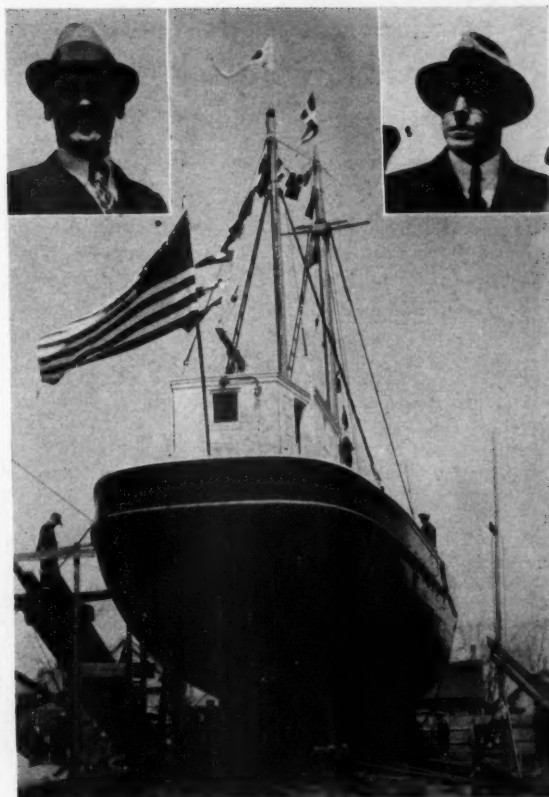
On the 4 inch bronze shaft is a 52 x 36 Hyde propeller. The stern bearing is also of Hyde manufacture; the clutch is a Kinney. A 3 hp., 1600 watt Witte auxiliary set is carried; Capt. Bain is representative for this unit for Knox, Waldo and Hancock Counties in Maine. Exide batteries and Diehl generator are also used.

The Hathaway Machinery Co. furnished the winch, gallews frames and bollards. Other equipment includes a Laughlin steerer, Ritchie compass, Shipmate range, Arco heating system, Wall cordage and Linen Thread Co. nets. The *Muskegon* was painted with E. & F. King & Co. paint, and will use Gulf fuel and lubricating oil.

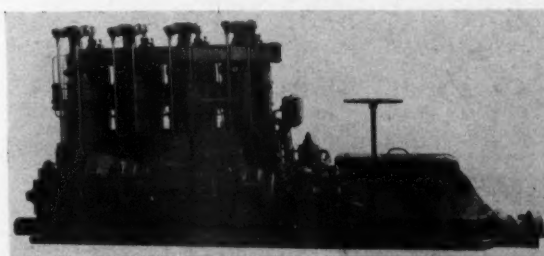
She was launched fully equipped, and to the credit of those who installed the engine is the fact that the shaft alignment did not change a bit after the boat was afloat, a quite unusual situation. Trial runs were carried on five days after launching.

To Work Out of Rockland and New Bedford

The *Muskegon* will be registered from New Bedford, although Capt. Bain will also work out of Rockland, Me., on occasion. She will be used principally for scalloping and dragging, and if her name, which is an Indian one meaning "plenty of fish", has the proper significance, will be a good money-maker. Capt. Bain, who formerly owned the *Pauline M. Boland*, and Engineer William Breault are both old hands at the fishing game, and have reason to be proud of their new command.



The "*Muskegon*" just prior to launching. Upper left, F. C. Gatcombe, Manager of the I. L. Snow Co. Upper right, Capt. A. A. Bain of Owl's Head, Me., owner and skipper of the "*Muskegon*".



The 140 hp. Wolverine Diesel which powers the "*Muskegon*".

N. Y. World's Fair to Feature Fish

FOR the first time in American history, the fishing industry is being given the opportunity of taking part in an international exposition on a footing equal with that accorded other major industries, according to officials of the New York World's Fair 1939, who will provide a special fisheries building, to cost \$250,000, with an outdoor pool of considerable size, near the center of the Food Products zone. Operating models of trawling, purse seining, tuna fishing and canning, fish hatcheries, models of fishing craft from early Egyptian to present-day types, movies, aquaria, and a host of other features are planned, including a restaurant where fish and shellfish meals will be served. Special care is being taken to see that every division of the commercial fishing industry is represented.

The Fair will open April 30, 1939, and is expected to entertain 50,000,000 visitors during the 1939 season. The 1,216 $\frac{1}{2}$ acre site, in Flushing Meadow Park, is just 14 minutes by train from mid-Manhattan.

Contracts for Five More Trawlers Awarded by Boston Firms

THE General Seafoods Corporation awarded a contract the first week in May to the Bethlehem Shipbuilding Corporation for the construction of three trawlers, each to be 147 feet over all with a 26-ft. beam. The vessels were designed by John G. Alden, naval architect of Boston, and will be built at Bethlehem's Fore River plant at Quincy, Mass. It is planned to launch all three on the same day, the exact date undetermined at present. Deliveries are scheduled for October 1, 8 and 15.

Portland Trawling Co. Orders Two Trawlers

An order has been placed by John Graham, President of the Portland Trawling Company, with the Charleston Shipbuilding & Drydock Company, of Charleston, S. C., for the construction of two steel trawlers. The vessels will be approximately 150 ft. long, 26 ft. beam and 13 ft. deep, and will be about 50 per cent welded. It is expected that they will be ready for launching in the Fall.

Boston Fish Pier Landings for April

(Hailing fares. Figure after name indicates number of trips)

<i>Adventure</i> (3)	265,000	<i>Lark</i> (3)	284,300
<i>American</i> (1)	90,000	<i>Laura Goulart</i> (1)	53,000
<i>Amherst</i> (2)	320,000	<i>Leonora C.</i> (2)	75,000
<i>Andover</i> (3)	191,000	<i>Loon</i> (2)	497,000
<i>Andrew & Rosalie</i> (2)	131,000	<i>Maine</i> (4)	774,000
<i>Arlington</i> (3)	614,000	<i>Marjorie Parker</i> (2)	54,500
<i>Atlantic</i> (2)	269,000	<i>Mary E. O'Hara</i> (2)	150,000
<i>Boston</i> (2)	213,000	<i>Mary P. Goulart</i> (1)	86,000
<i>Brant</i> (1)	156,000	<i>Neptune</i> (3)	395,000
<i>Brookline</i> (2)	343,000	<i>Newcastle</i> (3)	75,500
<i>Cambridge</i> (3)	500,000	<i>Newton</i> (3)	470,000
<i>Cape Ann</i> (2)	132,000	<i>Ocean</i> (2)	309,000
<i>Comber</i> (2)	330,000	<i>Olympia</i> (2)	46,800
<i>Coot</i> (2)	477,000	<i>Patrick J. O'Hara</i> (2)	248,000
<i>Corinthian</i> (2)	130,000	<i>Penguin</i> (2)	346,000
<i>Cormorant</i> (2)	426,000	<i>Plover</i> (1)	184,000
<i>Cornell</i> (3)	439,000	<i>Plymouth</i> (4)	468,000
<i>Curlew</i> (2)	386,000	<i>Pollyanna</i> (2)	185,000
<i>Dartmouth</i> (2)	316,000	<i>Princeton</i> (1)	219,000
<i>Dawn</i> (1)	60,000	<i>Quincy</i> (3)	403,000
<i>Delaware</i> (2)	409,000	<i>Rainbow</i> (4)	236,500
<i>Donald</i> (3)	213,000	<i>Raymonde</i> (1)	43,000
<i>Dorchester</i> (3)	283,000	<i>Rhodora</i> (2)	130,500
<i>Ebb</i> (3)	559,000	<i>Rio Douro</i> (1)	43,000
<i>Edith L. Boudreau</i> (3)	167,000	<i>Ripple</i> (2)	272,000
<i>Elk</i> (2)	190,000	<i>Rita B.</i> (2)	84,000
<i>Evelyn G. Sears</i> (2)	62,000	<i>Ruth & Margaret</i> (1)	56,000
<i>Exeter</i> (1)	66,000	<i>Sadie M. Nunan</i> (2)	55,500
<i>Fabia</i> (3)	590,000	<i>Saturn</i> (2)	332,000
<i>Famiglia</i> (2)	42,800	<i>Sea</i> (1)	204,000
<i>Flow</i> (2)	391,000	<i>Shamrock</i> (2)	127,000
<i>Foam</i> (2)	265,000	<i>Shawmut</i> (2)	238,000
<i>Fordham</i> (1)	225,000	<i>Spray</i> (3)	598,000
<i>Gemma</i> (2)	285,000	<i>Storm</i> (1)	122,000
<i>Georgetown</i> (1)	152,000	<i>Surf</i> (3)	861,000
<i>Geraldine & Phyllis</i> (3)	103,000	<i>Swell</i> (2)	457,000
<i>Gertrude Parker</i> (3)	205,000	<i>Teal</i> (1)	251,000
<i>Gosoon</i> (4)	382,000	<i>Teazer</i> (2)	54,000
<i>Gov. Al Smith</i> (2)	134,000	<i>Tern</i> (1)	236,000
<i>Grand Marshall</i> (2)	185,000	<i>Thomas Whalen</i> (2)	387,000
<i>Harvard</i> (2)	348,500	<i>Trimount</i> (2)	212,000
<i>Hekla</i> (2)	333,000	<i>Friton</i> (3)	523,600
<i>Helen M.</i> (3)	127,500	<i>Uncle Guy</i> (2)	33,200
<i>Heron</i> (2)	359,000	<i>Vagabond</i> (4)	149,000
<i>Holy Cross</i> (1)	203,000	<i>Vandal</i> (3)	196,000
<i>Illinois</i> (3)	484,000	<i>Venture II</i> (3)	194,000
<i>Imperator</i> (1)	40,000	<i>White Cap</i> (2)	307,000
<i>Isabelle Parker</i> (1)	69,000	<i>Wild Goose</i> (1)	248,000
<i>Joffre</i> (3)	173,000	<i>Wm. J. O'Brien</i> (3)	328,000
<i>Killarney</i> (1)	86,000	<i>Winthrop</i> (1)	82,000
<i>Kingfisher</i> (2)	371,000	<i>Yankee</i> (2)	86,000

First Shipment of Surplus Fish Leaves Boston for West

FIFTY carloads of surplus fish, bought under the provisions of the bill giving the Federal Surplus Commodities Corporation \$1,000,000 for that purpose, were expected to roll out of Boston before the middle of this month, thus bringing into actuality the plan conceived and carried through largely by E. H. Cooley, Manager of the Massachusetts Fisheries Association. The F.S.C.C. has been considering for some time the offers of holders of surplus fish, principally frozen, and has announced that its initial purchases in New England will total 5,130,000 pounds of whiting, pollock, hake and cod, valued at approximately \$300,000. It is expected that as about 80% of the surplus frozen fish is in New England, the bulk of the \$1,000,000 will be spent there, and that possibly 2/3 of the New England purchases will be made from Boston operators.

So far as frozen fish is concerned, only that put in the freezers prior to February 1 is being considered, to rule out any possibility of speculation. Prices to be paid are based on actual cost, however, so no profit and possibly a loss, will be involved. The F.S.C.C. must complete its purchases before June 3, although deliveries may extend beyond that date.

All of the fish will be distributed through relief agencies, particularly in states such as Oklahoma, Iowa and Kansas, where the normal consumption of seafood is extremely low, so that the usual channels of distribution will be disturbed as little as possible.

Investigations by Federal Surplus Commodities Corporation officials are being conducted in all sections of the country, and anyone with a surplus on hand and who wishes to dispose of it should communicate without delay with that organization, whose address is 1901 D St. N.W., Washington, D. C. A special committee, passing on all offers, is composed of Chief Procurement Officer Albin and Messrs. Davis and Gibbons, all of the F.S.C.C., and Lawrence T. Hopkinson, Fisheries Expert of the U. S. Tariff Commission, who has been loaned to the F.S.C.C. for this specific purpose.

W. E. Wilson Visits U. S.

W. E. Wilson, Joint Manager of the Great Grimsby Coal, Salt & Tanning Co., Ltd., of Grimsby, England, returned home early this month after spending about three weeks visiting his agents, customers and other friends in Boston, New York City, and other ports. Mr. Wilson makes these "good-will tours" every other year, bringing with him information on developments in the fishing industry abroad, and observing at first hand the progress being made in the fisheries of New England and New York, particularly otter trawling.

"Vandal" to Have New Cooper-Bessemer

A 300 hp. Cooper-Bessemer Diesel, Model JT6, direct reversing, and equipped with sailing clutch, will be installed in the *Vandal*, owned by Capt. Wm. E. Westerbeke, in June or July.

Maine to Advertise Seafood

IT looks like better days are ahead for Maine's fishing industry as a result of various bills passed by the State Legislature this season.

\$25,000 yearly for the next two years was appropriated for advertising and merchandising seafood, to be administered by the Department of Sea & Shore Fisheries in cooperation with the Maine Development Commission.

Another bill appropriated \$20,000 for the establishment of a lobster hatchery and rearing station in Maine. A committee of prominent individuals is now considering various sites for its location.

The appropriation for the Department of Sea & Shore Fisheries was increased from \$70,000 to \$75,000, in addition to collections for fines and licenses, which will amount to an extra \$7,000.

Commissioner Rodney Feyler is reported to be much pleased with the treatment of his department by the Legislature this year.

Maine

Sardine Cannery Start Season's Operations

A FAIR supply of sardine herring, of excellent quality, greeted the cannerymen at the Eastern end of the State when the season opened on April 15. Canneries operating include the Holmes Packing Co., Machiasport Canning Co., and R. J. Peacock Canning Co., at Eastport; North Lubec Mfg. & Canning Co., Union Sardine Co., Seaboard Packing Co., Booth Fisheries Co., and R. J. Peacock Canning Co., at Lubec; Sunset Packing Co., West Pembroke, and Machiasport Canning Co., Machiasport.

"Fish are running small, counting from 8-15 to the can," Milroy Warren of the R. J. Peacock Canning Co., reported a few days after the season opened. Most of the goods packed were put into key cans. Fishermen are being paid at the rate of 30c per case packed out, or approximately \$8.00 to \$9.00 per hoghead. "Most of the first fish brought in came from Deer Island, Bliss' Harbor, Back Bay and The Wolves, with a few from Grand Manan," Mr. Warren said.

Jonesport Packing Corp.

The Jonesport Packing Corp. recently organized, which took over the Hinkley sardine factory at Jonesport, reports that it has modernized the plant and is turning out quality goods, under the "Channel" and "Lightship" brands. Boneless smoked herring will also be put up. Officers are B. F. Small, President, Treasurer and Manager; Edwin Cummings, Vice-President, and C. W. Beverly, Secretary.

Portland Packers Ready

Sardine packers at Portland were prepared to start operations the early part of May. Last year the first herring arrived on the 20th, but due to the iceless Winter this year the first arrivals were expected to be earlier. A good season is predicted.

The Brawn Co. has been busy making a supply of cans, with their carriers K.P. and Mary M. Lord and seiners Carana and Chester A. ready to operate.

The Totem, Capt. Murray, and Carrie B, Capt. Ellsworth Doughty, owned by The Harris Co., have been painted and reconditioned for the sardine season.

Trident Packing Buys Neptune Plant

What promises to be one of the largest and most modern sardine plants in Maine, will soon be in full operation by the Trident Packing Co., Inc., Boothbay Harbor, which has taken over the vacant plant of the Neptune Packing Co. 150 packers will produce 2500 cases per day under the direction of President H. Ross Maddocks.

First Scallops Landed

The first scallop trip of the season was landed April 22 at Feyler's dock, Rockland, when the *Alice May*, Capt. Howard

Anderson of Camden, came in with 300 gallons. The following day the *Madeline and Flora*, Capt. Charles Carver, brought in 1,000 gallons. Both skippers reported unusually rough trips.

Boston Trawlers Landing Catches

Several of the Boston trawlers have been bringing their fares to Portland during the past month, unloading at Burnham & Morrill's plant and at the Portland Fish Co. Burnham & Morrill expect to pack about 5,000,000 pounds of fish before the middle of June.

Warner Launches "Saint Joseph"

The *Saint Joseph*, new 77-ft. fishing vessel for Capt. Jerome Lovasco and Joseph Orlando of Gloucester, was launched the first of this month from the yard of B. F. Warner, Kennebunkport, Me., and towed to Gloucester for installation of the machinery, which includes a 135 hp. Atlas Imperial Diesel. No special ceremony took place at the launching, but one is planned at Gloucester.

The *Joyce & Evelyn*, which Mr. Warner is building for Capt. Bob Carlson of Kittery Point, Me., will be launched next month. She will have a Palmer engine and Willard batteries.

"Elizabeth N." Ready

The *Elizabeth N.*, new dragger for Capt. Fred Nicodemisen, New Bedford, was scheduled to be launched about May 10 from the yard of the Morse Boat-building Corp., Thomaston.

The Company has already cut the framing for the new dragger for R. J. Cornelius, New York, which will be built on the ways vacated by the *Elizabeth N.*

Gronros Finishing Two More Boats

About the middle of this month the 35-ft. party boat for Stephen Queirolo of Amityville, L. I., will be launched from the yard of Axel and Sulo Gronros, Rockland, Me. She will have a 90 hp. HM-326 Buda Diesel engine, Monel Metal shaft, Columbian-Monel propeller and Willard battery. She will be painted with Smith paint.

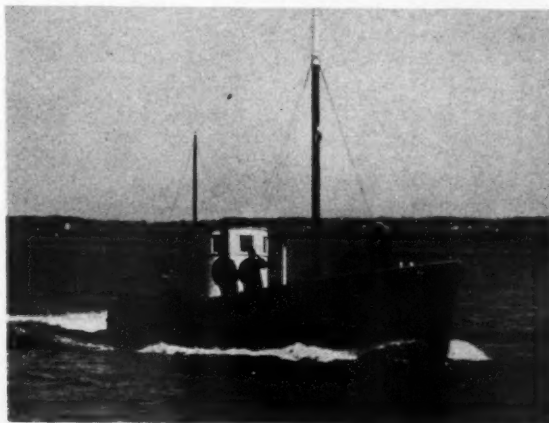
About two weeks later, the Gronros yard will launch the 32-ft. party boat for Capt. Fred Wallace of Point Judith, R. I. She will have a 6-91 Gray motor with 1½:1 reduction gear, and will be painted with Smith paint.

"Kingfisher" Gets Fairbanks-Morse

The *Kingfisher*, one of the largest sardine boats in Maine, and owned by the Wm. Underwood Co., Jonesport, has just been equipped with a new 8-cylinder, 4-cycle, 120 hp. Model 36, Fairbanks-Morse Diesel, 5½ x 7½, operating at 900 rpm., through a 2:1 Joes reduction gear, and fitted with a fresh-water cooling system. New Philco batteries have also been installed, and a new Hyde propeller will be fitted soon.

Guptill Expands

Al Waterhouse, well known supply salesman, has joined the staff of the Guptill Corp. This Company reports business as exceptionally good and has added several new lines, including Pioneer Red Top light plants and water pumps, Champion spark plugs, and Ideal electric windlasses.



"Noah A.," 56 ft. gill-netter built by W. S. Carter, Friendship, Me., owned by Enrico Montebello of Portland, captained by Frank Doggett. R. A. MacLean (right) of Sargent, Lord & Co., Portland, furnished the 100 hp. Superior Diesel with a 3:1 reduction gear, the shaft, propeller, stern bearing and stuffing box, running light and fog horn, also the Shipmate range. Duracoy linen nets and Gold Medal maitre cord are used.





The "Aeolus" of Gloucester, Capt. John Pennington. Equipped with Edison batteries.

Gloucester Vessels Catching Less Mackerel But Higher Prices

CAPT. Benjamin Curcuru, Manager of the Producers Fish Company, returned on April 30 from Cape May, N. J., where he had been handling the catches of all the seiners for which he is agent. Capt. Leo Linquata and other Gloucester dealers also were at Cape May for the mackerel arrivals.

Capt. Curcuru reported that the seining fleet was expected to stay around that vicinity for another week and then head for Gloucester to catch up with the mackerel in this neighborhood.

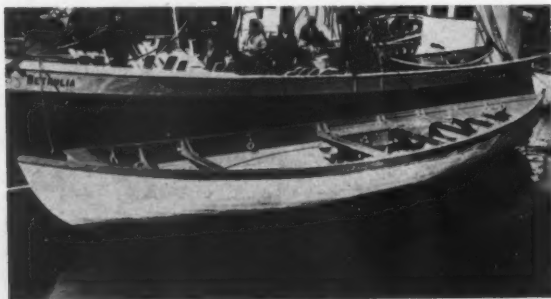
Mackerel seems to be scarce this year and the seiners are having a hard time to locate any big schools.

During the week-end of April 23 bad weather interfered with seining, and when the vessels were finally able to go out again, there were only a few that got any fish at all.

Those vessels that have landed good trips have made money because the price paid this year is many times that paid last year. The *St. Teresa*, Capt. Phil Fileto, landed only two trips during April, one at Cape May and the other at Boston, but the crew received \$277 each for their labors. The crew of the *Bethulia*, Capt. Joe Curcuru, each shared \$225 in their month's work, and the *Desire's* crew is understood to have shared \$100 each, not including their latest trip.

The heaviest day's landings at Fulton Market so far this season were brought in on April 23, seven seiners landing 237,000 pounds. The *Josephine and Mary*, Capt. Joseph Palazolla, took first place, with the record trip of 55,000 pounds. Other seiners landing fares that day were the *Mary W.*, *Naomi Bruce III*, *Orion*, *Antonio*, *Three Sisters* and *Alicia*.

Boston had its first direct arrival of mackerel on April 22 when the seiner *St. Teresa* landed 32,000 pounds and sold them at 10 cents a pound. Due the same afternoon was the seiner *Alden*, Capt. Frank Mineo, with 35,000 pounds.



One of the 42-ft. seine boats built by Salvatore Brancalone.

The netters got a break on the 28th, when the moon entered the picture.

Capt. Lem Barnes and crew of the netter *Desire* received 12 cents per pound for a trip of 11,000 pounds landed in New York on April 29, which gave them a stock of close to \$1,300, and on the 30th the netter *Doris F. Hawes*, Capt. Jack Grant, reported at Cape May with 20,000 pounds.

High Liner in Southern Dragging

The schooner *Evelina M. Goulart*, of which Capt. Manuel J. Goulart is the skipper, lays claim to being high liner of the Southern dragging fleet. She landed 801,600 pounds of sea bass, flukes and scup, and each of the crew made \$1,290 for their season's work since last Christmas. The craft has arrived from Portsmouth, Va., to resume dragging out of this port.

New Schooner to Engage in Gill-Netting

The 55-ft. gill-netter *Poseidon*, owned by Capt. Henry L. Oakes and E. C. Gale of Gloucester, the former to act as skipper, was launched May 1 from the Fenton Boatyard at Manchester, Mass. Miss Elizabeth Meade of Boston christened the craft, whose name means the god of the seas and fish of ancient Greek mythology. Capt. Gale will continue trap fishing in the *Ruth and Jessie*, also owned by Gale and Oakes.

"Carol Mae" on Maiden Trip

The sturdy 40-foot power boat *Carol Mae*, with Ralph Nelson, her owner-skipper at the tiller, sailed late last month on her maiden fishing trip, bound for Ipswich bay retreats, trawling, with the owner and one other as the crew.

Working on New Dragger

Jacob Story, Essex shipbuilder, is now working on a dragger for Capt. Issac Norton of Edgartown, Mass. The vessel will be 76 x 18 x 9 ft., with accommodations for 7 to 10 men. Equipment will include a 4-cylinder, 135 hp. Atlas Imperial Diesel, Columbian propeller, and Edison batteries. She will be finished about July 1.

Union Diesel for "Babe Sears"

The Gloucester dragger *Babe Sears*, Capt. Jos. Sears, is to have a new 275 hp. Union Diesel engine installed through the agency of T. Ralph Foley.

Ruth Buys Steamboat Wharf

Sherman B. Ruth, well known ship chandler of this port, has purchased the old steamboat wharf, now occupied by the United Fisheries Co., and has announced plans for putting up a three-story building for his store. An oil supply base, wharfage and gear storage facilities, floats for yachts, an arrangement for icing fishing craft, and other plans are under consideration.

Two Wolverine Diesels for "Odysseus III"

Two 75 hp. Wolverine Diesels, right and left hand, for twin screws, have just been installed in the *Odysseus III*, owned by John Hays Hammond, Jr., at the Parkhurst Railway. They are 3-cylinder, 4-cycle engines, turning at 350 rpm.

New Seine Boats

Quite a number of unusually fine seine boats have been built recently by Salvatore Brancalone of this port. The boats are 42 ft. long, made of $\frac{3}{4}$ in. cedar planks, 12 per boat, oak sterns, with heavier and longer iron on stern and bow than is usual. He is now building one with 1 x 2 timbers. Among the Gloucester vessels using the Brancalone boats are the *Antonio*, *St. Teresa* and *Serafina N*.

Halibut Fares Landed

The Gloucester schooner *Dawn*, Capt. Archie A. MacLeod, arrived at Boston on April 21 with her third halibut trip of the season, hailing for 50,000 pounds. She sailed again on the 24th, after landing some salt cod at the Gorton-Pew plant.

The *American*, Capt. Simon P. Theriault, came in with her first trip of halibut on the 22nd, stocking \$7,649 for her catch, which consisted of 70,000 pounds of halibut and 20,000 pounds of salt cod. She sailed a few days later for another trip.

Capt. J. R. Giffen, at the wheel of the *Isabel Parker* of Boston, sailed for the halibut banks April 20, his first trip of the season.

Vineyard Welcomes Return of Halibut and Herring Bass

By J. C. Allen

AS April drew to a close, trap-fishermen hereabouts were farther ahead with their work than they were a year ago, and long before the ATLANTIC FISHERMAN tells the world about it, they will have hauled and set their twine many a time. Our local lads don't set for anything earlier than scup in these degenerate days when ground-trawlers bait with canned tuna, so they don't have to get too early a start.

Should Copy R. I. Lobster Laws

Lobster pots went over the side a trifle earlier than usual, but the Spring fishing holds very little promise. Massachusetts should copy the lobster practices of Rhode Island. We save our egg-lobsters, mark 'em and turn 'em adrift after selling them to the Commonwealth. They may grow up to be real, marketable lobsters in time, if the codfish don't strike on and mop 'em up. But Rhode Island hatches 'em out, protects the little critters until they get ready to go to the bottom, and what happens? The sea-skimmers from that state hail the best Spring lobstering in years!

Summer Fluke

Summer flukes showed up here in the otter-trawls the earliest on record. Flukes the size of a garage door, with tails the breadth of a catboat's centerboard, were hauled in and delivered at the local fish piers before the middle of April.

Good Run of Cod

Our Spring run of cod has been far better than for several years. Practically all taken have been brought in by the lads with the derrick-rigs. Ground-trawlers can't seem to do a thing with 'em.

What Happens to the Haddock?

Haddock just can't stand the racket when they get into Vineyard waters. Off Nantucket, Home of the Blessed, the haddock are always all right. But when they arrive off our coast, they shoot their spawn and all there is left of a good market haddock is a pair of weary-looking eyes, and a lumpy backbone.

Presence of Halibut Puzzles Many

Another queer freak noted this Spring by the Wheelhouse Loafer and others of similar antiquity is the presence of halibut. There was a time, Gawd knows how far back, when men caught halibut inshore around the Vineyard, but that was a long time ago. However, during the past month, every other otter-trawler that made port at Sam Cahoon's hoisted out two to twenty halibut of varying sizes, all taken within sight of the Vineyard from the fore-cross-trees. Some of these fish weren't any larger than the palm of a Norwegian's hand but others ran to 150 pounds and better.

Other strangers that returned were the herring bass, the little stripers that follow the alewives. Twenty-five years ago the lads used to catch 'em along with the herring, but never since until this April.

Boat Builders and Supply Dealers

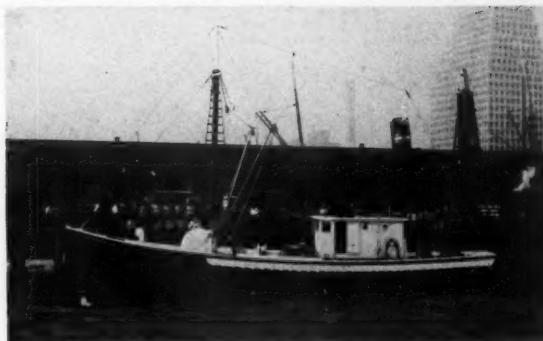
Marthas Vineyard Shipbuilding Co., of Vineyard Haven, under the direction of William Colby, have put up a building 50 x 150, part of which will be used for a machine shop. This addition gives the company 30,000 square feet of storage in addition to its marine railways, with tracks from the lagoon to the storage shop. They handle Pettit paints and Wall rope, and build 36 ft. sport fishermen and 20 ft. sailing dories.

Manuel Swartz, prominent shipbuilder of Edgartown, is employing a full crew building several sailing craft.

A. R. Morse, manager of the Hathaway Oil Co. Wharf at Menemsha Bight, has the wharf ready for a busy Summer.

DeBettencourt's Garage, at Oak Bluffs, service fishing boats for engine repairs and supply the fleet with Willard batteries.

F. B. Church, Oak Bluffs, has made many repairs on his wharf where he dispenses Texaco products and operates an up-to-date fish market.



The "Meta & Margaret," Capt. Ehlko Friesenborg, owned by Gerhardt Meyer of Wildwood, N. J. Equipped with a 135 hp. Atlas Diesel, Columbian propeller, Hathaway winch, and Bludworth radio direction finder.

Southern New England

FRANK Maria, proprietor of the Fishermen's Supply Dock at New London, has a marine railway on the premises and handles petroleum products, barrels, crushed ice and other fishermen's supplies. Over 25 draggers use Mr. Maria's splendid facilities.

L. H. Malloy, oyster grower and shipper of Gardiner Bay oysters, with main offices at New London, is operating the oyster boat *Emma Francis*, a 56 footer, and the *Captain*, a 58 footer.

New Haven

Frank F. Upson, a sailmaker of New Haven, has been at the same location 43 years and employs 8 people. He handles Wall rope, Woodberry twine, Wamsutta and Wellington Sears canvas.

Clinton

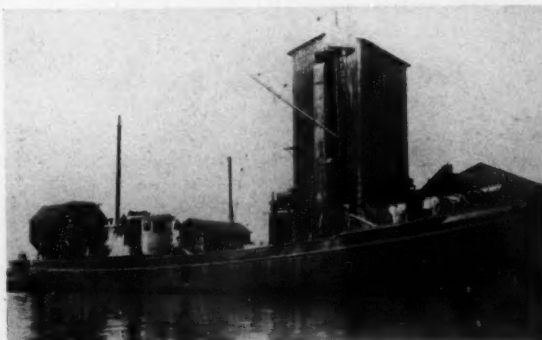
Capt. W. H. Libby, formerly of Duck Island, has recently put a new cradle on his marine railway, enabling him to haul boats up to 60 ft. long, and he is now going to build an additional storage building at his boat yard in Clinton, Conn. He handles Exide batteries and F. O. Pierce paints.

Stony Creek

E. S. Ball, oyster dealer of Stony Creek, Conn., has enjoyed a fine season, and his oyster pile is well worth seeing this year. He has recently completed a new conveyor.

Wakefield

Capt. Hanson of Hanson Boat Yard at Wakefield, R. I., reports that his yard is filled to capacity. The marine railways have been busy hauling out and repairing fishing boats. Capt. Hanson supplies Plymouth and New Bedford cordage, Willard batteries, Smith paints, and gasoline for boats.



The "Aspen," 107-ft. menhaden boat owned by the Aspen Fish Products Co., Wildwood, N. J. Equipped with a 230 hp. Cooper-Bessemer Diesel and Hathaway hoisting gear.

Here and There Along the Coast From Florida to Norfolk

By T. F. Cunningham

CAPT. Bill Spooner of Miami has sold his charter cabin cruiser *Flying Fish* to Capt. Malcolm Drake, who also owns and operates the *Boy Mac*. Capt. Drake intends to operate the *Flying Fish* through the Summer at Miami, and take the *Boy Mac* to Avon, N. J.

More News From Miami

Capt. John has bought the cabin cruiser *G Six*, which he will operate at Midland Beach, N. J., this Summer, together with another boat he is having built. He also plans to operate a sport fishing shop at Midland Beach.

Schuberth's Fish & Oyster Co. expect to open a roof garden restaurant soon and also have a dock for charter boats. Andy Schuberth and Jim Fitzpatrick operate a fleet of boats on the Florida keys. Buddy Mansfield, who will have supervision of the restaurant, is a Virginian who at one time fished out of Gloucester.

A. M. Adams, of the Thompson Fish Co. of Miami and Key West, reports a very busy season. A fleet of specially constructed trucks transports the catch of the Company's boats to Miami. Mr. Thompson is also interested in the Overseas Transportation Co.

J. F. Hammond of the Hammond Lobster Co., who formerly hailed from Boston, reports that his plant has been especially busy this year. Most of the shipments are going to the Middle West.

The Baker Fish Co. has kept its fleet of boats on the jump this season. The Company handles king mackerel, pompano, and many other species of Florida fish.

Chris Boat Yard recently completed a cabin cruiser for W. Harbin of the Harbin Construction Co., and a 42 ft. cruiser for the Embassy Hotel. Chris has enough orders on hand to keep his crew of 10 men working for several months.

Capt. H. J. Wheeler has had a good season with his 85-ft. *Shamrock*, which has a 180-hp. Fairbanks-Morse Diesel. He will fish out of Sheepshead Bay, N. Y., this Summer.

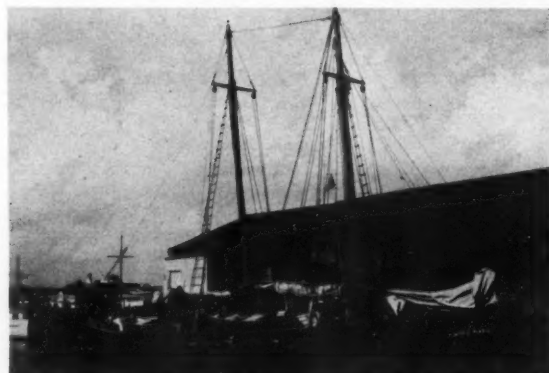
A. DeBogory of the United States Welding and Iron Works has a crew of 15 men busy at his Miami welding plant, which is one of the largest and best equipped in Southern Florida, and a crew of 10 at his drydock.

The old fishing schooner *Columbia*, now a pleasure boat, tied up at Miami for a few days recently. The boat is owned by J. Harvey Ladeu of New York, and skippered by Capt. F. A. Brown. The *Columbia* is 79 x 21 x 11 ft., and equipped with twin 105 hp. Gray motors and Willard batteries.

A. L. Comeau has taken over the boat yard of J. Roy Tracy, formerly known as the West End Boat Yard, and has already signed up some of the larger yachts for overhaul and Summer storage. Mr. Comeau hails from Quincy, Mass., where he



The "Giusseppe," owned by the Matassini Fish Company of Tampa, Fla., equipped with a Palmer engine and Willard batteries.



The "Anne Marie," owned by Capt. Chris Bernsten of Cape May, N. J., photographed at Jacksonville, Fla., just before starting out on a trip for red snappers. She is 81 x 16 x 7 ft.

worked for Fred Lawley for five years. He will build as well as repair, and has a fully equipped shop with a marine railway.

Fort Lauderdale

W. B. Pierce and R. W. Condon have taken over the Ft. Lauderdale Boat Works and will operate as the Broward Boat Yard, Inc., specializing on marine repair work.

Fort Pierce

Frank Yanaros, who operates five boats out of Ft. Pierce, advocates a six months' season on shrimp, to permit them to grow larger and command better prices. He reports that prices are low on kingfish and mackerel, which are now running.

The Cody Mfg. Co. of Bummell, Fla., have opened a new plant here to assure prompt delivery of barrels to East coast fish plants.

St. Augustine

A two cylinder, 28 hp. Superior Diesel, turning 1500 rpm., with 3:1 reduction, has been installed in the *Tillie*, owned by Capt. F. P. Tower. Another such engine with 2½:1 reduction has been installed in the *Lemuel C*.

The New Augustine Boatbuilding and Repair Shop are working on a shrimp for John Santos which will be powered with a 45 hp. Atlas Diesel. The *Whoopie*, owned by John Santos, is soon to have a 100 hp. Superior Diesel.

Two new shrimp boats will be added to the present six-vessel fleet of the Pacetti Fish Co.

Shrimp boats leaving recently for Louisiana waters, where shrimp are reported plentiful, include Felice Golino's fleet, all but one of the Hardee fleet, Fred Hanson's boats, and the *Tillie* and *Dawn*.

Georges Marine Shop has had a fine season, keeping 12 men busy overhauling the local shrimp fleet. The Company is agent for Bolinders Diesels and Lathrop gasoline engines.

A. H. and J. S. Ramos, of the well known shrimp firm of Ramos Bros., have transferred their operations from St. Augustine to the Georgia and Carolina district. Their fleet of six boats uses Linen Thread Co. nets. Two refrigerator trucks carry the catches to Northern markets.

Brunswick, Ga.

The Toomer Shrimp & Oyster Co. report a busy season, shipping to Baltimore, Washington and New York.

Savannah, Ga.

A. C. Matthews, wholesale fish and oyster dealer, says that business is good. His report is confirmed by the Bay Fish Co. and Louis C. Matthews.

The Ocean Fish Co. of 913 W. Broad St., operated by Jos. Gerana for the past 11 years, has dropped its wholesale business and is concentrating on retail sales.

Capt. Thomas Martin is now associated with S. J. Tarver in the operation of the *Clivedon*, a passenger and freight boat running between Savannah and Beaufort, S.C., touching Hilton Head and the smaller islands. Sea Island fishermen use it to transport their catches to Savannah. Another boat will be added for the Summer season.

Hilton Head, S. C.

S. V. Toomer of the Hilton Head Packing Co. says that the oyster season here has been satisfactory. He was formerly connected with his brother, E. J. Toomer, of Thunderbolt, Ga.

Charleston, S. C.

The Ocean Fish Co., well known retail market, is now operated by Ted and Charles Simmons. Ed Simmons, after 35 years of running the business, has retired.

Capt. Louis W. Myatt of the Pilots Association, and one of the real old-timers along with his brother, Capt. Harry C. Myatt, had a busy season operating three boats from Adgers Wharf. The boats are the *Picaroon*, *Thad Street* and *J. P. Denham*. Both captains are members of the Pilots Association of Charleston and the State Pilots Association.

New Bern, N. C.

Mrs. Nena Hamilton has been carrying on the retail end of the Lem Hamilton fish and oyster business very successfully since her husband's death three years ago, and reports very good sales of frozen fillets. She is no longer operating the wholesale business. The broadcasting done by the Fish Commission from the Raleigh station has helped to increase her business and she is highly enthusiastic over the project.

The Meadows Shipyard, Inc., after being idle for several years, has been taken over by the Meadows Marine Railway. Walter T. Brinson is in charge, assisted by W. J. Spock. The plant has two railways and ample machine shop facilities, with 15 men employed, and has the largest set of ways between Washington and Elizabeth City. Recently overhauled were the menhaden boats of W. A. Mace, Beaufort Fisheries, and the *Alert*, a 75-ft. boat powered by a 75 hp. Fairbanks-Morse Diesel.

Mack L. Lupton has opened a new cannery and will pack vegetables as well as sea food, under the "Supreme Pac" brand. The plant is equipped throughout with Continental Can Company machinery.

Washington, N. C.

Capt. R. G. Day, one of the youngest of the old-time fishermen, has taken over the plant occupied by the Lord Fish Co., and is operating five trucks to North Carolina points. Capt. Day is buying on the open market, rather than fishing with his own fleet. Business has been especially good on herring and rock bass.

Capt. J. H. Hodges is operating his 46-ft. party boat *Myrtis Hodges* out of this port. The boat was built by R. B. Hodges last year. Mr. Hodges also built the *Mildred Hodges*, largest fishing boat in these waters, now running out of Elizabeth City.

Newport News, Va.

C. A. Parker and E. R. Hatten have taken over the interests of the late Phillips The Oil Man, and are operating as the Handy Oil Co. They handle Standard Oil products, and equipment and supplies for commercial and sport fishermen.

Frostea Price, who owns and operates the People's Fish Market, says that he has had a very good business, especially on croakers and herring.

A. F. Amory & Son will add another boat to their fleet about Sept. 1. It will be exactly like their *North Sea*, and will be powered by a 200 hp. Fairbanks-Morse Diesel. The new boat, to be named the *South Sea*, will be built at the Bloxom Bros. plant at Battery Park.

W. A. M. Land, manager of the Newport News Refrigerating Plant, is anticipating a good season both at his own plant and at the Tidewater Refrigerating Plant at Norfolk, managed by Mr. Parsons.

Portsmouth, Va.

An increase in their fillet business is reported by Parks Seafood Co., located at the City Market here. Shad and shrimp have been scarce.

Norfolk

Silverman's Superior Sea Food Co. reports a very good season, aside from the scarcity of shrimp.

E. R. Clarke, "The Fish Man," states that oyster prices held up well this season.



Party boat "Matthews Cruiser," formerly "Diane II," owned by Capt. C. F. Miller of Sandusky, Ohio, who has been operating out of West Palm Beach, Fla.

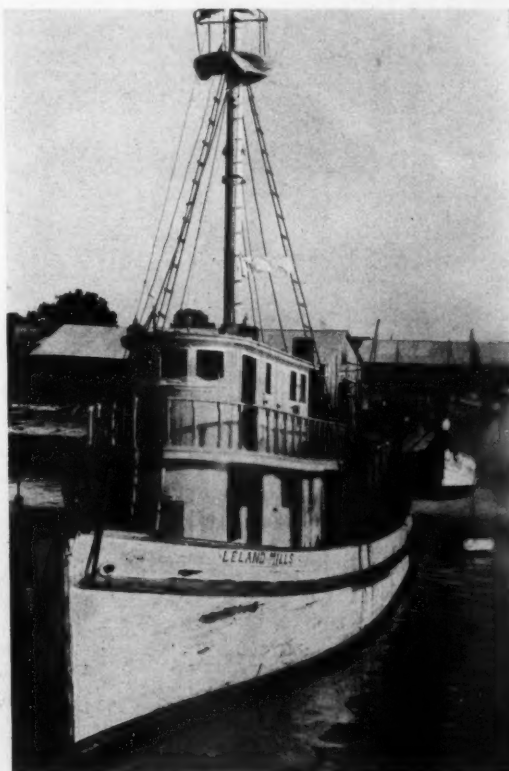
The Sterling Oyster Co., managed by George Sterling, has had an excellent season. The Company has been in the same location for the past 15 years.

Donald McClarin of the C. A. Roberts Co. of Norfolk and Portsmouth reports a sizable increase in business over that of last year.

The J. H. Miles Co. has kept its Norfolk plant busy, and reports a very satisfactory oyster season.

The Forrest & Dunn Marine Railway are now working six men, overhauling and painting. They recently finished the *Seer*, owned by Ballus & Hess, and the *Shadow J.*, owned by Col. S. L. Slover of Norfolk.

The Austin Marine Motor Co., Geo. W. Austin, President, have installed a 6-95 Gray motor in the new 47-ft. party boat built by the Adams Boat Yard, Morehead City, N. C., for Capt. John Randolph Partridge of Manteo, N. C.



Menhaden boat "Leland Mills," owned by Beaufort Fisheries, Inc., Beaufort, N. C., captained by John Pate.

Maryland Official Predicts Great Season for Fishermen

By Edward Bowdoin

CAPT. Amos Creighton, commander of the State Conservation Commission fleet, has predicted a great season for Chesapeake Bay fishermen. Early catches were fine, many nets were put out by the watermen, and reports from the lower bay told of large hauls.

Big catches were made by ocean trap fishermen operating at Wachapreague, Chincoteague, and Willis Wharf, Va. On April 20, one of the best days, more than 5,000 boxes were landed by the companies at Willis Wharf, and more than 3,500 boxes by Wachapreague fishermen. The fish were mostly croakers for which they received \$4 a box on the 20th and \$3 per box on the 21st. Other catches on these days were Burton & Anderson 700 boxes; Long Bros., 480; Geo. F. Nock, 500; Thos. R. Nock, 300.

The largest quantity of fish on record for commercial fishing at Ocean City, Md. were caught on April 22nd, when over 2,500 boxes were brought to port. The fish were taken from the 21 offshore pounds operated by Davis & Lynch Fish Co.; Elliott Bros., and C. P. Cropper Fish Co., all of Ocean City.

Hard Crabs Plentiful

Hard crabs are plentiful, and the crab meat packers of Crisfield are making large shipments. If the weather gets warmer the soft crab business will be in full swing in Maryland during the middle of May.

Big Increase in Oyster Production

The oyster season closed in Maryland on May 1st, in the waters of the Chesapeake Bay and tributaries. The season was good for the catchers and watermen but not extra good for the packers. There was a catch of 3,000,000 bushels, the largest crop since 1923. The State Conservation Commission has begun planting small oysters and shells on the barren rocks in the bay.

Carson Plant Extensively Remodelled

The entire crab plant of L. R. Carson, Inc., at Crisfield, is being remodelled. A mechanical hoist and overhead track to convey the crabs from the kettle to the pickers will eliminate all handling or the possibility of the crabs coming in contact with the floor or workmen's hands. The plant has been sealed inside, and everything including tables, chairs and picking tables painted with white enamel. Monel Metal is being placed on all picking and packing tables. New concrete floors have been put in, raising the old ones about a foot, and a new refrigerating plant is being installed. With the larger capacity, the plant will be able to handle 100 barrels of crabs daily, according to C. M. Woolston, manager.



E. L. Deagle, Deltaville, Va., built this 40-ft. boat for Capt. C. E. Elias of Philadelphia. She has a 6-95 Gray motor, and was painted with Pettit paint.

Wisconsin Conservation Commission To Study and Regulate Fisheries

By A. J. Blume

GOV. Phillip F. LaFollette of Wisconsin on April 21 approved a new statute which permits the Conservation Commission to investigate and study fishing regulations for carp, suckers, smelt, herring and perch in North and South Green Bay and Lake Michigan, and for trout and whitefish in Southern Green Bay, in such manner as will protect, conserve and enhance the commercial fisheries of Wisconsin. Such regulations will permit the Commission to designate the times, places, type of gear and size of mesh of nets to be used.

Opposed to One Man Fishery Bureau

Commercial fishermen from Milwaukee, Racine, Kenosha, Port Washington, Sheboygan and Washington Island, at a meeting April 2 at Charles Braeger's fish house in Milwaukee, went on record as being opposed to the one-man state fishery bureau as provided for in the bill sponsored in the state legislature by the Wisconsin Commercial Fishermen's Association. Instead the group voted to support the bill by Assemblyman Frank Graess of Sturgeon Bay, which would give the conservation commission complete control of commercial fishing in Wisconsin's outlying waters.

The fishermen also went on record as favoring the present system of hatcheries for commercial fishing and closed season permits and declared themselves in favor of an enlargement of the mesh of chub nets. Two Rivers commercial fishermen have always opposed this provision.

"Manville L." an Unusual Fishing Tug

The *Manville L.*, owned and operated by Manville Lafond & Sons of Two Rivers, Wis., is an unusual fish tug, as no wood is used anywhere in the boat. She is 45 ft. long, of welded steel, with a 13-ft. beam and 5-ft. draft, built last Fall by the Sturgeon Bay Shipbuilding & Dry Dock Co. of Sturgeon Bay, Wis., from designs by Walter W. Haertel, naval architect of that city. Construction throughout is substantial, with 1/4-inch shell plating, lapped and welded inside and out, forming a stiffener at each plate edge. Frames are spaced 8 inches at both ends and 12 inches amidships. The entire house is of steel, with the roof insulated and lined with "Masonite." She is powered by a 50 hp. Kahlenberg, with a combination generator and air compressor set for lighting and starting air. Main and auxiliary exhausts, fume exhaust and stove pipe are all carried up the stack. The *Manville L.* has shown her class as an ice breaker and has proved to be able and seaworthy under all conditions.

Transferred to Omaha

Herbert E. Munger has been transferred as Branch Manager of the Booth Fisheries Corp. at Louisville, Ky., to Omaha, Neb. Mr. Munger has been stationed at Louisville for the past two years.

Carnivals Mark Smelt Runs

The annual run of smelt in various rivers and bays on the Great Lakes the early part of April was marked by several "smelt carnivals," entire towns turning out to take part in the festivities. At Marinette, Wis., and Menominee, Mich., a joint celebration was held, with a big parade, elaborate with floats, and aerial bombs. Another large carnival was staged at Escanaba, Mich.

Pickerel at Saginaw Bay

A sluggish market greeted Saginaw Bay fishermen when the annual pickerel run commenced April 11. At Bay City, Mich., and in nearby ports, about 125 boats were on hand to make inroads on the run, but prices were so low that many fishermen quit lifting their nets. Blame for the lack of demand was laid to the fact that very heavy catches of pickerel on Lake Erie went to market a week before the Saginaw Bay season opened, with the result that wholesalers in the leading distributing centers had all the pickerel their trade could handle.

Long Island Town of West Sayville To Have New Boat Basin

By C. A. Horton

THE Islip Town Board at a meeting last month voted to spend \$15,000 to give West Sayville a long-sought improvement—an enclosed public boat basin. A bulkhead ten feet wide and 435 ft. long will be erected 260 ft. east of the West Street dock extension. There is an "L" extending to the west at the end of the present West St. dock; a similar "L" extending to the east would be constructed on the proposed new bulkhead, with a 50 ft. entrance between the two wings affording access to the basin. This would result in an area, totally enclosed except for the entrance and exit channels, 435 ft. long and 260 ft. wide, affording a safe and ample mooring space for scores of boats.

Weakfish Early

Weakfish arrived about two weeks earlier than usual. The first one was caught April 15th in a Peconic Bay trap, and weighed four pounds. The latter part of April trap-fishermen in Gardiners Bay and Block Island Sound were making light catches. The good run usually comes on about the middle of May.

To Erect Oyster Plant

The Long Island Oyster Farms, Inc. announces that it is planning to erect an oyster plant in the Northport area. Company representatives appeared before the Huntington Town Board recently and opened negotiations for leasing a large acreage of bay bottom for oyster cultivation. The Company has opened an office in Northport.

Oyster Boat Overhauled

At the Greenport Basin and Construction Co. the oyster boat *Vera Gordon Rowe*, one of the largest oyster boats navigating the local waters, owned by H. C. Rowe & Co., has been hauled out for repairs.

Fluke and Blackfish

A mild Winter has brought about unusual catches in fishing. An 8 lb. fluke was recently taken by a beam trawler near Fire Island Inlet, which was about three weeks ahead of schedule. Black fishing is about one month ahead of last year, according to Sheepshead Bay captains.

Flounders

Flounders came along in Peconic Bay the first part of April. Party boats out of Greenport, New Suffolk and Canoe Place are bringing in big catches, the fish averaging two pounds each.

Wants Information on Diving Birds

Fishermen who find diving birds entangled in their nets are asked to write to William I. Lyon, 124 Washington St., Waukegan, Ill., stating depths at which the birds were entangled, what kind of birds, date and weather conditions. Mr. Lyon is president of the Inland Bird Banding Association, and is compiling this information for government use.



Oyster dredger "Commodore," Capt. William Wilburn, owned by the J. & J. W. Elsworth Co., Greenport, N. Y. Equipped with Exide batteries.



An aerial view of McKenna's Anchorage, 177th St. and East River, Bronx, N. Y., where a complete line of Essomarine fuels and lubricants is available.

Block Island Activities

By C. H. Lewis

FISHING activities of the past month at Block Island have been confined mostly to hand lining, with a few trawling and dragging. Handliners are doing fairly well at present. Many of the fish have been sold alive for peddling, the standard price being four cents. Among the boats engaged in live fish peddling are the *Marion M.*, Capt. Arlo Littlefield; *Two Friends*, Capt. Earl Barrows; *Hattie M.*, Capts. John and Omar Littlefield; *Priscilla*, Capts. Fabyan and Harvard Allen; *Clayton II.*, Capts. Harry Jacobsen and Andrew V. Willis; *Aunt Edie*, Capt. C. W. Rose.

Lobster Pots Out

Lobstermen are putting out their pots and the amount of gear set for the season will be about average. Considerable new gear has been built during the Winter months to replace that lost in the hurricane last Fall.

Trappers and pound companies are busy, especially on the West Shore. The Dunn Pound Company have driven the stake gear and the W. E. Ball Pound Company have put in their traps. The Dunn and Lewis Trap Company have their gear ready and will probably set the traps on the South Shore within two weeks.

New Boat Planked

Capt. Harry Rose, who is building a new 36-foot party boat, is progressing rapidly. It is all planked, (the boat is strip planked). The timbers are in and fastened and the hull planed and sanded.

Marine Service, Inc.

High lights at the Marine Service are the installing of two new Palmer engines in the boats of Capt. Melvin Rose of the *Lillian D.* and Capt. Austin Westcott of the *Nora*. Other skip-pers having boats on the ways were Capts. Silas Hall, Chester Littlefield and Freeman Milliken.

William B. Phelan, son of the proprietor, has remained on the Island during the Winter as personal supervisor of the yard, with the same staff as in the two previous years: Millard P. Mitchell, machinist; Arthur Laakso, carpenter; and Peter Duffney, yard man.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

Edison Storage Battery Co., West Orange, N.J.

*"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

*Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

*Crown Can Co., Philadelphia, Pa.

National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGEES

Quaker City Cold Storage Co., Philadelphia, Pa.

Western Refrigerating Co., 19-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., North Plymouth, Mass. Wall Rope Works, 48 South St., New York. Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 283 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y. Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.

*Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.

General Electric Co., Schenectady, N. Y.

*Marshall & Co., 351 Congress St., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Bolinders Co., 33 Rector St., New York, N. Y. The Buda Co., Harvey, Ill.

*Cooper-Bessemer Corp., Mount Vernon, O. Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill.

F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.

*The National Supply Co., Springfield, Ohio.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

Electrical Industries Mfg. Co., Marine Motor Dept., Red Bank, N. J.

Lehman Marine Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

Fuel Oil Engines

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Universal Motor Co., Oshkosh, Wis.

Gasoline Engines

The Buda Co., Harvey, Ill.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*L. M. Trask Co., 11 Commercial Wharf, Boston, Mass.

Universal Motor Co., Oshkosh, Wis.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

FISHING GEAR

The Great Grimby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HOOKS, Fish

*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

Cuprinol Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.

*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig, 601 Main St., Marinette, Wis.

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

*Tarr & Wonsan, Ltd., Gloucester, Mass.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER RECONDITIONING

Marine Equipment & Supply Co., 116½ Walnut St., Philadelphia, Pa.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO DIRECTION FINDERS

*Bludworth, Inc., 79 Fifth Ave., New York, N. Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS

Morse Chain Co., Marine Division, Detroit, Mich.

RUBBER BOOTS

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

Bethlehem Shipbuilding Corp., Bethlehem, Pa.

I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippencanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

*Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

THE "NORTH STAR" DOCKS AT THE Essomarine SIGN OF EXTRA PROFITS

With New Engine and Essomarine,
Captain Joseph Novello Is Set
For Fish or Weather



Captain Joseph Novello
of the "North Star" of
Gloucester. Dimensions
over all: Length, 105'
beam 15', draft 7'9"



A credit to any fleet, this trim Gloucesterman, repowered last Fall with a sturdy, 6-cylinder, 140 h.p. Atlas Diesel! Ably handled by her veteran skipper, she is fast to get on the fish or to make a run to market, as numerous fishermen who know her can testify.

Captain Novello wants his fine craft to be ready for any emergency that a fishing vessel must meet. That is why he gets his fuel and lubricants at the Essomarine sign. When he heads for the fishing grounds, he knows the "North Star" will deliver smooth, dependable performance because she has an excellent engine powered and lubricated by the skill and experience of the oil industry's leader.

PENOLA INC., 26 BROADWAY, NEW YORK CITY



The North Star's capable engine, a 6-cylinder, 8" x 12"—140 h.p. Atlas Imperial Diesel. Turns up at 325 R.P.M. and drives the vessel at 10.5 knots.



Essomarine Oils & Greases are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil Limited (In Canada)



YEP, HYDE MAKES 'EM BIG AND LITTLE!

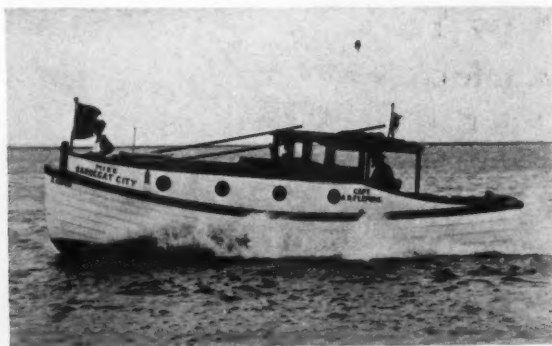
In the years that Hyde has been making propellers, patterns have been accumulated for wheels of every diameter and pitch, large enough for the mightiest ocean liner, small enough to fit the tiniest power boat. These patterns, and the checking templates as well, are kept in good condition, ready for instant service. This is important to you. While Hyde dealers carry ample stocks of usual sizes, there may be the "special" to get the very most out of your boat. You can get it from Hyde on short notice and generally without an extra pattern charge. Hyde has the patterns for them....big and little.

Hyde Windlass Company, Bath, Maine
Member of Marine Propeller Manufacturers Association

HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency".
It tells you why Hyde Propellers often increase
the speed of a boat and always get home safely.

Dealers Everywhere Carry Ample Stocks



Capt. A. K. Fleming of Barnegat City, N. J., at the helm of his fast party boat "Miss Barnegat City," which has a 125 hp. Universal motor, Monel Metal shaft, Hyde propeller, Gould batteries and Shipmate stove.

Florida Fish Producers Exchange

(Continued from page 10)

bility of handling the fish they will merchandise the fish properly, and also believing that spreading fish all over this market merely weakens the entire distributive structure. Over four years, the New York market has been given all the fish it could handle, properly spaced as to arrival to even out distribution, with the result that this market instead of being a dumping ground as formerly, has now become a healthy and profitable outlet. Much praise is due the New York merchants for their wholehearted cooperation and their eagerness to make the best market for Florida's fisheries.

Convinced that the costs of communication and transportation were far too heavy for the industry to bear, Fish Producers Exchange has saved the industry untold thousands of dollars in this respect. Pool cars are loaded at strategic points and at Jacksonville, thus eliminating more expensive forms of transportation for the small producer unable to load a car by himself.

Instead of every dealer in the State trying to sell his own fish in the South and in New York, the Exchange does it with single communications.

Markets that five years ago were outlets for twenty or thirty barrels are now carload points; Florida fish is being sold as far West as Texas, and all over the Northeast.

No longer do producers have to worry about sales, as today they turn over their fish to the Exchange and know where it goes after the sale has been made. Furthermore every shipment is paid for within two weeks, a not inconsequential service which has required a substantial operating capital.

It is with some pride that the Exchange feels it has brought some semblance of prosperity back to the industry, has stabilized distribution, and has given the vital information no one producer could afford to get; and with it all, this has been accomplished by the fishing industry itself. What has been done here can be done elsewhere; when producers realize the possibilities within their own hands they will move closer to a stabilized fishing industry.

Officers and Directors

The Board of Directors consists of A. M. Adams, Thompson Fish Co., Key West and Miami; W. H. Hibbs, The Hibbs Co., St. Petersburg; E. L. Ricou, Ricou Bros. Fish Co., Jensen, Salerno and Riviera; W. E. Guthrie, Punta Gorda Fish Co., Punta Gorda; Harry McCreary, McCreary Fishery, Tarpon Springs; Walter Peterson, Walter Peterson Fish Co., Ft. Pierce; Francis Wm. Taylor, Warren Fish Co., Pensacola; L. C. Yeomans, Miller Point Fish Co., Crystal River, and Stanley de J. Osborne, Atlantic Coast Fisheries Co., New York City.

Officers are S. de J. Osborne, President; A. M. Adams, 1st Vice-President; Harry McCreary, 2nd Vice-President; G. A. Reynolds, Treasurer, and A. J. Robida, Jr., Secretary and Manager.

New York Wholesale Prices At Fulton Fish Market

By J. H. Matthews

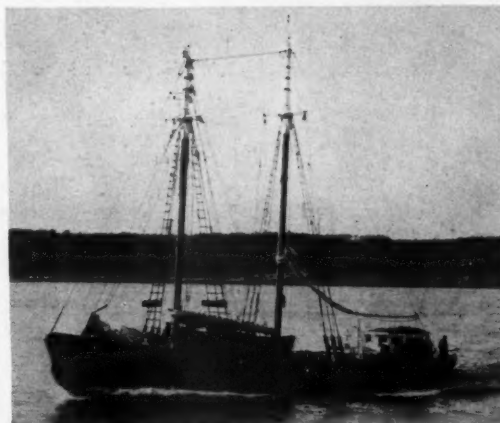
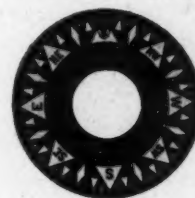
Species	April 1-3	April 5-10	April 12-17	April 19-24	April 26-30
Bluefish	.15-.35	.15-.35	.12½-.30	.08-.20	.06-.16
Butterfish	.04-.08	.04-.07	.05-.15	.06-.16	.04-.14
Cod, market	.03-.06	.03-.05	.03-.05½	.03½-.06	.04-.06
" steak	.05-.11	.06-.10	.07-.12	.07-.10	.07-.11
" fillets	.10-.12	.10-.12	.10-.12	.11-.12	.10-.12
Croakers	.03-.06	.03-.06	.03-.06	.02-.06	.02-.06
Dabs	.02-.08	.03-.08	.03-.08	.03-.08	.02-.07
Eels	.08-.16	.08-.16	.08-.16	.08-.15	.06-.16
Flounders	.02-.12	.02-.10	.03-.10	.03-.10	.03-.10
Fluke	.08-.16	.07-.14	.10-.14	.10-.14	.10-.15
Haddock	.03-.15	.03-.06	.03½-.06	.03-.06	.03-.06
" fillets	.10-.12	.10-.12½	.10-.12½	.10-.12	.10-.12
Hake	.03-.15	.03-.06	.03-.05	.03-.05	.03-.05
Halibut	.10-.16	.10-.17	.10-.14	.12½-.15	.10-.15
Herring	.01-.03	.01-.02	.01-.02	.01-.02½	.01-.03
Kingfish	.04-.15	.06-.20	.06-.20	.05-.15	.06-.15
King Mack'l	.10-.15	.08-.15	.07-.11	.05-.11	.05-.10
Mackerel15-.18	.15-.20	.05-.16	.05-.16
Mullet	.03-.06	.03-.06	.03-.06	.03-.06	.03-.08
Pollock	.03-.06	.03-.06	.03-.05	.03-.05	.03-.06
Pompano	.25-.45	.30-.45	.25-.45	.25-.32	.25-.35
Red Snapper	.10-.15	.10-.14	.10-.15	.10-.14	.10-.14
Salmon, Pac.	.20-.38	.20-.30	.25-.30	.26-.32	.25-.30
Scup	.03-.06	.02-.06	.02-.05	.03-.06	.03-.07
Sea Bass	.04-.11	.05-.15	.08-.14	.08-.12	.07-.14
Sea Trout	.12-.25	.12-.25	.10-.22	.10-.20	.10-.18
Shad	.08-.38	.04-.23	.03-.15	.03-.10	.03-.16
Sheepshead	.05-.10	.05-.08	.05-.08	.05-.08	.05-.08
Skate	.02-.04	.01-.04	.02-.04	.02-.04	.02-.04
Smelts	.05-.14	.05-.15	.06-.15	.06-.14	.06-.15
Sole, grey	.08-.12	.07-.11	.05-.10	.05-.10	.06-.12
Sole, lemon	.10-.12½	.10-.14	.10-.12½	.08-.12½	.05-.10
Striped Bass	.08-.16	.08-.14	.08-.18	.08-.18	.10-.18
Sturgeon	.18-.20	.16-.20	.16-.20	.16-.20	.16-.20
Tautog	.08-.10	.07-.10	.06-.10	.05-.10	.06-.10
Tilefish	.04-.07	.04-.06	.04-.06	.04-.06	.04-.06
Tomcod	.02-.04	.02-.04	.02-.04	.02-.04	.02-.04
Weakfish	.10-.18	.10-.18	.08-.18	.08-.16	.08-.20
White Perch	.04-.12	.04-.12	.04-.10	.04-.10	.04-.10
Whiting	.03-.04	.02½-.05	.02-.03½	.02-.07	.03-.08
Clams, hard	1.00-1.75	1.00-2.00	1.25-2.00	1.25-2.00	1.00-2.00
Clams, soft	1.00-1.50	.75-1.50	1.00-1.50	.75-1.75	.75-1.75
Crabs, hard shell					
(basket)	2.00-3.00	2.00-3.00	1.50-2.50	1.50-2.50	1.50-2.50
Crabs, soft shell					
(dozen)	.75-1.50	.75-2.25	.75-2.25	.75-1.50	.50-1.50
Frogs legs	.40-.75	.40-.75	.40-.65	.25-.60	.35-.60
Crab meat	.20-.60	.30-.60	.30-.60	.30-.60	.20-.55
Lobsters	.30-.55	.30-.50	.30-.42	.30-.40	.30-.40
Lobster meat	.60-.80	.65-.80	.70-.90	.80-1.00	.60-.90
Langouste	.35-.45	.35-.45	.35-.45	.40-.50	.40-.50
Scallops,					
bay (gal.)	2.00-5.00	2.00-5.00	2.00-5.00	2.00-5.00	2.00-5.00
Scallops, sea	1.25-1.75	1.25-1.75	1.00-1.75	1.25-1.50	1.00-1.35
Shrimp	.15-.40	.15-.45	.12½-.40	.08-.23	.08-.30
Squid	.08-.12½	.08-.12½	.06-.10	.05-.10	.04-.08

Freezing Expert off on World Tour

M. T. Zarotschenzeff, Vice-President and Technical Director of the Z Pack Corp., New York City, will leave the middle of this month to visit Japan, China, India, Italy, Germany, England and other countries, for the purpose of making a study of the progress in the food and refrigeration industries. Much of his attention will be centered on fish freezing, a subject with which he is very familiar.

BLUDWORTH

on the
"Balilla"



The "Balilla" of Gloucester, Mass., owned by Giuseppe Strescino and skippered by Capt. Peter Strescino, has a Bludworth Radio Direction Finder. There are nine specific models.

The Most Successful Fishing Vessels Are Bludworth-Equipped

The Bludworth Radio Direction Finder is a compact "shipshape" precision instrument, at the lowest cost commensurate with the highest standards of manufacture, expert installation and dependable calibration.

Its reasonable cost is returned in a few trips. It never fails in service, and requires no up-keep expense.

Among recent Bludworth installations on fishing vessels are:

Balilla	Santa Maria
Bettina	Annie & Mary
Jackie B.	Naomi Bruce III
Rio Douro	Marie & Winifred
Uncle Guy	Elizabeth & James

Send for complete data as applied to your particular vessel.

BLUDWORTH, INC.

79 Fifth Ave., New York, N. Y.

A Subsidiary of Stromberg-Carlson Tel. Mfg. Co.

Where to Buy Fish

Look up the products you need. The numbers after the items refer to the companies listed below.

- 1—Sea Products, Inc., Box 777, Clearwater, Fla.
- 2—Capt. Tom's Fish Mart, Miami, Fla.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—Biloxi Canning & Packing Co., P.O. Box 177, Biloxi, Miss.
- 5—Portland Fish Co., Portland, Me.
- 6—Isaac Fass, Inc., Portsmouth, Va.
- 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—W. E. Horner, Jr., Parkertown, N. J.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 11—Star Fish & Oyster Co., Mobile, Ala.
- 12—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 1, 6, 8, 10, 12

BUTTERFISH:

Nos.: 3, 5, 10

CATFISH and BULLHEADS:

No.: 7

CLAMS:

George Haritos, Ipswich, Mass. (Ipswich Clams).

Also: 3, 5, 9, 11

Canned: 5

COD:

Nos.: 3, 5

Canned: 5

Salted: 3, 5

Smoked: 3, 5

Cod-Liver Oil: 5

CRABS and CRABMEAT:

Nos.: 5, 8, 9, 11

CROAKERS:

Nos.: 6, 10

CUSK:

Nos.: 3, 5

Salted: 5

FLOUNDERS:

Nos.: 3, 5, 6, 10

FROGS:

Nos.: 2, 7, 8, 11, 12

GRAY TROUT:

No.: 10

GROUPERS:

Nos.: 1, 8, 11

HADDOCK:

Nos.: 3, 5, 11

Salted: 5

Smoked: 3, 5

HAKE:

Nos.: 3, 5, 6

Smoked: 3, 5

HALIBUT:

No.: 7

HERRING, SEA:

No.: 3

Smoked: 3, 5

KINGFISH:

Nos.: 1, 2, 8, 10

Canned: 1

LOBSTERS:

No.: 3

LOBSTERS (So. Crayfish):

Nos.: 2, 8, 11, 12

MACKEREL:

Nos.: 3, 5

Salted: 1, 3, 5

Smoked: 3, 5

Canned: 1, 5

MULLET:

Nos.: 1, 2, 6, 8, 11

Salted: 1, 6, 8

Smoked: 1

OYSTERS:

Greenport Oyster Co., Greenport, L. I., N. Y.

John T. Handy Co., Crisfield, Md.

Also: 3, 6, 7, 8, 10, 11

Canned: 4

POLLOCK:

Nos.: 3, 5

Salted: 3, 5

POMPANO:

Nos.: 1, 2, 7, 8, 11, 12

RED SNAPPER:

Nos.: 1, 8, 11, 12

SALMON:

No.: 7

SCALLOPS:

Nos.: 1, 3, 7, 12

SCUP or PORGIES:

Nos.: 6, 8, 10

SEA BASS:

Nos.: 1, 6, 10, 11

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

SHEEPSHEAD, Saltwater:

Nos.: 1, 8

SHRIMP:

Nos.: 4, 7, 8, 10, 11

Cooked and Peeled: 4, 11

Canned: 4

SPANISH MACKEREL:

Nos.: 1, 2, 8, 10, 11, 12

SQUID:

Nos.: 3, 10

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:

No.: 5

TURTLES and TERRAPIN:

Nos.: 9, 12

WEAKFISH:

No.: 10

WHITING:

Nos.: 3, 5, 6

Salted: 6

YELLOWTAIL:

Nos.: 1, 12

Canada Appropriates \$500,000 To Aid Fishing Industry

By H. R. Arenburg

OTTAWA reports that \$500,000 has been included in the Fisheries Department estimates for the purpose of aiding the fishing industry. Of this amount, \$400,000 is designed to assist needy fishermen and will be distributed in the form of loans in conjunction with the Provinces interested. The Provinces are expected to put up a similar amount, making \$800,000 altogether. Last year, the Federal government made \$300,000 available for this purpose.

The sum of \$100,000 will be given to an advertising program to promote domestic and foreign sale of Canadian fish. Last year, the vote was \$200,000.

Codfish Tagging

Tagging of some 5,000 codfish is being undertaken by the Atlantic Station of the Biological Board, Halifax, N. S., in order to throw light on their migrations. Fishermen recovering tagged codfish will receive a reward of 50 cents for each tag if same is sent to the board together with date and details of the place where the fish was caught.

Recent Landings

A number of fishing schooners have returned from the Banks and landed their catches. Among those reporting are the following: *Ocean Maid*, Captain Parks, 900 quintals; *Maxwell Corkum*, Captain Freeman Corkum, 450; *John H. MacKay*, Captain Moyle Crouse, 300; *C. J. Morrow*, Captain Abram Cook, 750; *Pan American*, Captain Ellison Creaser, 300.

Smith & Rhuland Busy

The shipyards of Smith & Rhuland, which have been idle for the past year, are now humming with activity. Construction has been started on a 140 foot coasting schooner which is being built for Captain Ernst to replace the *M & L Coaster*, which he is at present operating. The keel has also been laid for a larger freighter which is being built for parties in Riverport.

Halibuting

Schooner *Bessemmer*, Captain Thomas Himmelman, has fitted out and sailed on a halibuting trip.

To Reopen Plant

Captain Frank Whynacht has returned to Centreville where he will reopen the plant of the Lunenburg Sea Products, Ltd.

On the Ways

Tern schooner *E. P. Theriault* and the schooner *Isabel Corkum* are on the Marine Railway for repairs.

The tern schooner *Fieldwood*, Captain John B. Wilkie, has completed repairs at Robar's Shipyards, Dayspring.

Sea Fishery Experts Face Big Problems

Three matters of importance, now under consideration by the Sea Fisheries Committee, are the construction of an adequate shelter at Yarmouth for the small boat fishing fleet, the problem of the beam trawler affecting the shore fisheries, and the problem of adequate breakwater facilities for the town of Port Maitland.

Murray Harbor, P. E. I.

By W. A. MacDonald

THE Prince Edward Island lobster season began on May 1st at 6 A.M. Traps were all ready the last week in April, buoys had been painted, rope overhauled and boats and engines all tuned up in readiness for the day.

"Josephine K" Sold

The *Josephine K.* has been sold to Digby, N. S., parties.

Sailed for Herring

Schooners *Senator Snowball*, J. E. Collins, *Hazel* and *Lorn*, and motor vessel *F. D. Cook* sailed on April 26 for Magdalen Islands for herring for lobster bait.

Schooner *Ethel and Nellie* and motor ship *M. & L. Coaster*, sailed direct from Garnish, Nfld. and Halifax, N. S., respectively, also for bait.

**Forty-Five Years of Experience in building Marine Engines
are incorporated in the latest type**

WOLVERINE-DIESEL

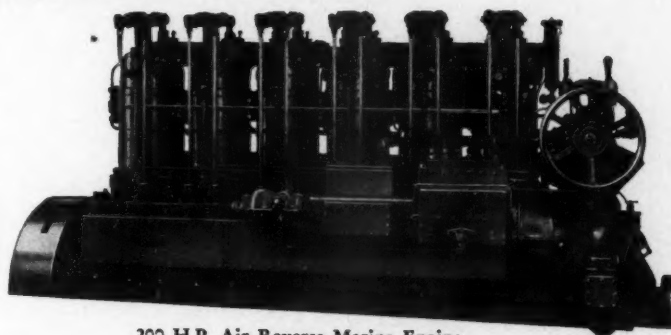
It is unexcelled in performance and has no equal in simplicity and trouble-free operation.

The fuel injection system is of the low-pressure non-clogging type, needing practically no attention over years of service. A single-hole nozzle is used.

Ignition is unfailing at all loads and speeds. The control is perfect. Fuel is thoroughly atomized and enters the combustion chamber as a gas.

No liquid fuel can enter the lubricating system; hence perfect lubrication under pressure with clean oil is positively assured.

200 H.P. Air Reverse Marine Engine



The open type construction with separate cylinders makes supervision and attendance easy and replacements cheap.

— Sizes of 25 to 200 H.P. at low Speeds —

Both Two-Cycle and Four-Cycle Models are available.

Direct Factory-Service is rendered at any time, thus avoiding costly lay-ups.

WOLVERINE MOTOR WORKS, Inc.

Catalogue No. 135 Upon Request

Foot of Union Avenue, BRIDGEPORT, CONN.

MARCH ON MANHATTAN

*FOR A BIG JOINT CONVENTION OF THE
NATIONAL SHELL FISHERIES ASSOCIATION
AND THE OYSTER GROWERS AND DEALERS
ASSOCIATION OF NORTH AMERICA*

JUNE 1, 2 and 3

**HOTEL PENNSYLVANIA
NEW YORK CITY**



A fine program for business and pleasure, for buyers and producers. Entertainment for the ladies, too, including personally conducted visit to famous points of interest, and a radio broadcast.

The Oyster Institute of North America, 5600
Thirty-second St., N. W., Washington, D. C.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
H. Grund & Sons, 213 N. Union Ave.
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.
J. A. Klafin, 209 N. Union Ave.
Samuel Wax Fish Co., 9240 Baltimore Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 1-2-3 Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

**AS NEVER BEFORE SHIPPERS OF
FISH SHOULD KNOW TO WHOM
THEY ENTRUST THEIR FISH FOR
SALE ★ ★ ★ THE UNQUESTIONED
FINANCIAL STANDING AND A RE-
CORD OF ONE HALF CENTURY IN
BUSINESS MAKES CHESEBRO
BROTHERS AND ROBBINS THE
LOGICAL HOUSE TO SELL YOUR
FISH IN NEW YORK ★ ★ ★ CHESE-
BRO BROTHERS AND ROBBINS,
INC., 1-2-3 FULTON MARKET,
NEW YORK CITY ★ ★ ★ ★ ★**

New Brunswick

To Promote Greater Use of Fish. Sardine Season off to a Fine Start

By C. A. Dixon

A COMPREHENSIVE survey of the fisheries resources of New Brunswick for the purpose of devising a program, in cooperation with the Department of Fisheries, Ottawa, that will promote greater use of fish, is being undertaken immediately by the provincial government. Walter W. Leonard, well-known fish dealer of St. John, will compile data for the department. His report as to potential opportunities will be later considered by an advisory committee and from that data will be drawn up a definite program of development.

Fishery leaders foresee further stimulation of the industry and an increase in the number of fishermen profitably employed if a suitable campaign can be worked out.

Sardine Canners Expect Excellent Season

Sardine canning in Southern New Brunswick and Eastern Maine got away to a good start April 15th, when all factories in Eastport, Lubec, and nearby towns, with one or two exceptions, commenced packing operations at near-capacity production. Two of the Eastport factories got more than they could handle and were obliged to transfer cargoes to Lubec and Machiasport.

Individual weir catches ranged from 10 to 20 hogsheads or more the first day of the season, mainly due to the fact that many of the weirs had been fished for several days prior to the 15th and the aggregate catches were impounded in the structures until sales were made available.

The highline catch the first "shut-up" this season was made by "Buck" Lord, of Richardson, Deer Island, who got between 75 and 80 hogsheads, it is said, but they were sold in different lots on different days. Other weirmen made daily catches which brought them from \$100 to \$300 but of course many weirmen did not get a "smell", as it was not "their turn" as they put it.

The auspicious start for 1937, however, has pleased everyone engaged in the business, and some of the weirmen have already about wiped out their expenses incidental to repair work this Spring. They feel now that with a long season still ahead of them only unique adverse conditions can prevent them from making an excellent Summer's work.

Want Duty on Boneless Herring Replaced

The smoked herring-fat got in the fire not long ago at Grand Manan and Lubec, Me., when a petition was drawn up by Lubec parties to be forwarded to Washington asking for the replacement of the duty on boneless herring. The petition was circulated at Grand Manan with the result that over a hundred signatures of fishermen there were obtained, thus creating the strange situation of Canadians asking the United States Government to place a high duty on a product exported from Canada to Uncle Sam.

Just what will come out of it all no man can tell, but a Lubec report not long ago was to the effect that suggestions had been made by somebody there that Grand Manan boats should not be permitted to land cargoes at the little Maine town this Summer. On the other hand they are being reminded that as Grand Manan produces practically all the herring used for smoking purposes in New Brunswick and Maine, island fishermen and business men could gain control of the entire smoked herring industry if they should decide not to export a single herring from the weirs to Maine.

New Breakwaters

Campobello trawl and line fishermen have been getting fair catches of cod but not many boats are working. Wilson's Beach is to have a large extension to the end of the breakwater, and \$20,000 has been granted by the Canadian government to start the work. Ingall's Head, at Grand Manan, is having a \$60,000 breakwater extension built. Fishermen at Inner Wood Island will soon have a public wharf of their own.

SHIPMATE OIL BURNING RANGES

This spring, modernize your galley by installing an oil burning SHIPMATE, the trade's oldest, best known and most modern galley range.

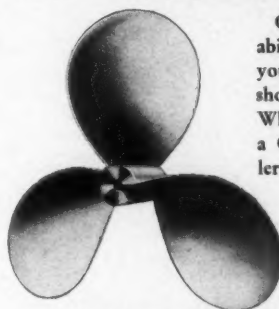
Any SHIPMATE except the smallest size can now be equipped to burn Diesel oil.

Write us for circular of the burner and for detailed information pertaining to its application to SHIPMATES.

THE STAMFORD FOUNDRY COMPANY
SHIPMATE Makers since 1881
STAMFORD, CONN.

COLUMBIAN BRONZE PROPELLERS

AND MARINE FITTINGS



Columbians have more than the ability to "take it"...they give you faster time on the trips and show more miles per gallon of fuel. Where time means money, specify a Columbian—the leading propeller for 35 years.

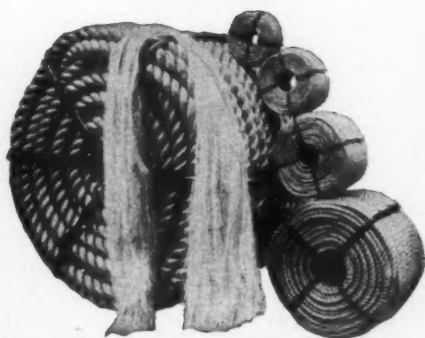
Folder on Monel Metal Columbians and complete Columbian catalog free on request.

THE COLUMBIAN BRONZE CORP.

Member, Marine Propeller Manufacturers' Assn.
217 No. Main St. Freeport, L. I., N. Y.



NEW BEDFORD
NONE BETTER
PURE MANILA



"There is no better rope"

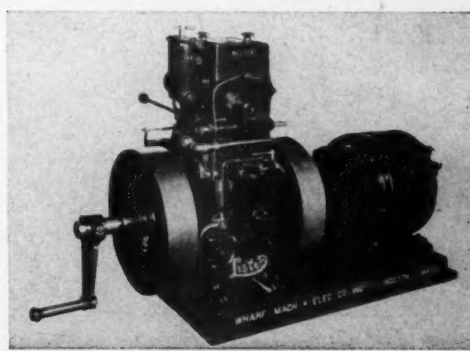
New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

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7 hp. Lister Diesel, 2000 rpm., 4 cycle, direct connected to 4 kw generator.

LISTER DIESEL ENGINES

dual compression

Full Diesel 4-cycle, cold starting, marine auxiliary and propulsion engines from 3 to 104 h. p.

Adequate service and skilled labor, and complete stock of parts always on hand.

Ask for complete specifications and demonstration.

Authorized Bosch and American Bosch Diesel Sales and Service

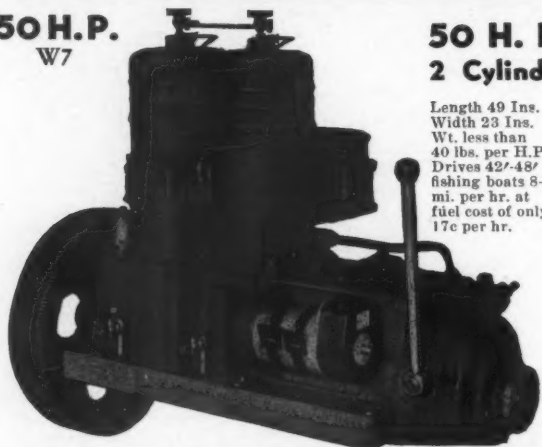
WHARF MACHINE and ELECTRIC COMPANY, INC.

263 Northern Ave. At the Boston Fish Pier Boston, Mass.
Telephone HUBbard 2519

Specialists in Diesel Engine and Marine Electrical Repairs

BOLINDERS DIESEL ENGINES

50 H.P.
W7



50 H. P.
2 Cylinder

Length 49 Ins.
Width 23 Ins.
Wt. less than
40 lbs. per H.P.
Drives 42'-48'
fishing boats 8-10
mi. per hr. at
fuel cost of only
17c per hr.

A LOT OF POWER PACKED INTO A SMALL SPACE!



With space at a premium on practically every boat, it pays to keep engine dimensions at a minimum. Even an inch or two may make a difference. This 2-cylinder Bolinders packs 50 hp. into just about as little space as possible. Yet in spite of small dimensions, it is a rugged engine with a heavy duty reverse gear. Its cost to operate is also low. May we send you the details? Nothing beats Diesels for economy; nothing beats Bolinders for Diesels.

BOLINDERS COMPANY, INC.

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.



Party fishing boat "Effort III," Capt. Frederick B. Wrege, Sheepshead Bay, Brooklyn, N. Y., equipped with two 180 hp. Fairbanks-Morse Diesels, lubricated with Shell Marine Argus Oil.

"Jennie and Lucia" Has a Bludworth

THE *Jennie and Lucia*, which was launched in Maine the first of the year, has had installed a Bludworth Radio Direction Finder, Tom Thompson of Gloucester going to Norfolk to make the installation.

Bludworth Radio Direction Finders are on more than 30 Gloucester fishing vessels, including the *Balilla*, which has been tile fishing out of New York.

Bludworth Finders are offered in nine models. For fishing craft the Fisherman model is popular. It operates on a 6-volt storage battery contained in a lead-lined shielded battery box, with facilities for charging from the ship's lighting system. This model is on the *Jennie and Lucia*.

Atlas Diesel Sales

THE *Gay Head*, Capt. Ole T. Olson, owned by Capt. Dan Mullins of New Bedford, will have a 4-cylinder, 110 hp.

Atlas Imperial Diesel installed this Fall. A 4-cylinder, 135 hp. Atlas Diesel will be installed this Summer in the *B & E*, formerly the *Clara & Hester*, owned by Sam Cahoon of Woods Hole, and Capt. John Salvadore of Vineyard Haven. Both sales were made by P. F. Remington, Atlas representative at Providence, R. I.

New Six-Cylinder Buda Diesel

THE Buda Company, of Harvey, Illinois, announces a new six-cylinder marine engine, known as Model 6-LDM-1742-C, and designed for fishing craft, work boats and large yachts. It is equipped with the "Capitol" reduction gear as standard equipment, making a sturdy unit for heavy duty service.

The "Capitol" reduction gear is simple, rugged and features the "Capitol" herringbone continuous tooth driving pinion and mating gear. Ratios are 2 to 1, 2.5 to 1, and 2.9 to 1. The shafts are parallel, with all bearings of the antifriction type. The water-jacketed housing is made of alloy cast iron, and is rigidly secured to the engine bearers and piloted in reverse gear housing, maintaining accurate alignment. Side supporting brackets which are attached to the engine bearers eliminate overhanging or unsupported loads on the rear of the engine. All parts are easily accessible.

The engine is four cycle, full Diesel, airless injection, with 6½-in. bore by 8¾-in. stroke. It develops 157 hp. at 800 rpm., 188 hp. at 1000 rpm. and 200 hp. at 1100 rpm. As with all Buda Diesels, the 1742-C has the soft combustion feature. Maximum pressure developed is 625 lbs. per sq. in. with a compression ratio of 12½ to 1. Due to controlled turbulence of the charge by means of the energy chamber, the mean effective pressure is unusually high. Low voltage glow plugs are standard equipment for effecting easy starting during cold weather. The starter is 32-volt, mounted on the flywheel.

Better Catches is the Answer

ROLLING home, to Canso, Montauk, Norfolk or Miami, the boats that use gear rigged with Mustad Key Brand Fish Hooks lead the fleet, with best fares. Mustad Hooks always hook more fish, hold better, stay sharper and so bring quicker and bigger catches.

Every style and size, with best improvements. Made of the world's best fish hook steel, developed by generations of leadership in hook making. Fit out with Mustad Hooks. for better catches. Be sure to ask for them by name—MUSTAD.

Agents: SIDNEY R. BAXTER & CO.,
90 Commercial St., Boston, Mass.

MUSTAD

Key Brand FISH HOOKS

O. MUSTAD & SON, (Eh. 1832), OSLO, NORWAY

Gravitation
No. 15
(actual size)

Holibat
No. 6283
(actual size)

Plymouth Cordage Co. Tells Story of Rope in Talking Pictures

A NEW talking picture, "The Story of Rope," has been produced by the Plymouth Cordage Company, and is being shown to interested audiences of wholesale and retail merchants' associations, industrial and trade association conventions, Chambers of Commerce, yacht clubs, and other groups. It tells, in about 30 minutes, how rope is made, and describes dramatic uses to which rope is put. Several fine fishing scenes are included. Each District Sales Branch of the Plymouth Cordage Company is equipped with an R.C.A. portable sound projector and screen, and the only requirement for showing the film is a power outlet carrying 110 volt alternating current. No charge is made for showing the film, which in its three reels relates a human, real, and interesting story.

New Lehman Engine Catalog

A COMPLETE catalog of Lehman marine products, listing new models, specifications, technical information, prices and installation drawings, with Ford and Zephyr adaptations to marine applications, has been issued by the Lehman Marine Engine Co., 972 Broad St., Newark, N. J. Readers may secure copies by writing to the Company for Catalog M 12—8L.

Lovig Adds to Clothing Line

A NEW grade of rubber clothing for fishermen is being placed on the market by C. L. Lovig, 601 Main St., Marinette, Wis., manufacturer of "Fisherman's Friend" brand of rubber clothing. The new line is known as Double Duty, and is manufactured from an extra heavy weight, double coated black rubber which is thoroughly waterproof, snagproof and tearproof. Mr. Lovig also points out that the Double Duty clothing will not blister, crack or peel.

Catalog on Osco Ford Conversions

A WELL-DESIGNED, 20-page catalog, entitled "Osco Marine Ford Engines and Parts," has been issued by Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa. Illustrations, characteristics, specifications and prices are given of the various models and parts. "Osco" Ford V8 marine conversions have "circuit-flo" manifolding, dual herringbone pumps, automatic water exhaust, manifold clean-outs, and other features. The stamped steel oil pans are treated by a special process to materially prevent brine-rust corrosion, and are said to last from 7 to 10 years.

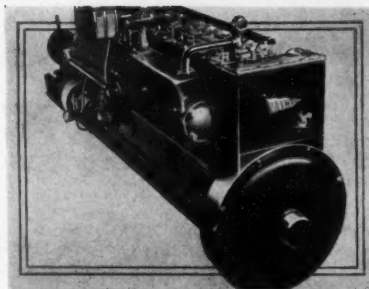
New Oil Burner for Galley Ranges

THE Stamford Foundry Company, of Stamford, Conn., manufacturer of "Shipmate" stoves and ranges, is just introducing a new fuel oil burner, called the "Therm". Extensive test runs, and trials of several burners under actual working conditions have preceded the announcement.

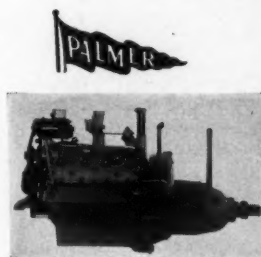
The burner can be installed in any Shipmate, new or old, except the smallest size. Coal burning ranges can be converted by installing the Therm unit in the ashpit, a change involving no fundamental changes in the range. Its operation is not dependent on draft from the stack, as a small electric motor for supplying air for combustion is an integral part of the unit. The motor requires only ½ ampere per hour, and the total cost of operation, using the same oil as is used in the main propulsion motors, can be as little as ½¢ per hour, according to the manufacturer.

Appliances of this type have been widely used in Diesel fishing vessels on the Pacific Coast for several years, and the Stamford Foundry Co. is sure that as soon as the advantages of fuel oil burners are made known to Atlantic Coast operators, the unit will become as popular on this Coast, as it is on the West Coast.

they
don't
come
any
better



Economical, dependable and smooth, the Greenwitch 6.... 1500 H.P. at 1200 revolutions ...is the personification of the entire Palmer line. Palmer engines ranging from 2 to 150 H.P., both Palmer Built and Palmer Converted, represent the finest that can be found in marine power plants. They are free from faddish freaks yet include every known device that has proven productive of better engine service. Send for descriptive literature and prices.



Palmer Converted Ford V8
65 H.P. at 2500 R.P.M.

PALMER BROS. ENGINES, Inc.
14 WATER ST. COS COB, CONN.

**PALMER
ENGINES**

Dealers in all important coastal cities

Important Announcement!

**COPPERTAN
LINEN
GILL NETTING**

**MORE FISH MORE PROFIT
LESS WORRY**

*Superior in Durability
and Fishing Qualities*

WRITE US FOR SAMPLES

**NATIONAL NET & TWINE DIVISION
LUDLOW MANUFACTURING & SALES CO.**

211 Congress Street
Boston, Mass.

**Makers of
TANGLEFIN NETTING**

Had he been wearing



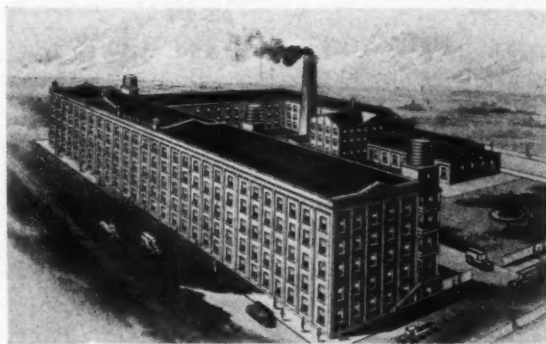
Special Fishermen's

RUBBER BOOTS

Sporting Hip \$4.85 pr.
Stormking (¾) \$4.40 pr.

He would not have gone on his ear. The most comfortable and longest lasting Boot made.

M. L. SNYDER & SON
1812-72 E. Boston Ave. Philadelphia

New plant of M. L. Snyder & Son, Philadelphia, Pa.

KINNEY HAULING CLUTCH
for trawling gear on the
SMALL BOAT

Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

KINNEY MFG. CO.
3541 Washington St.
BOSTON



Hathaway Machinery Co.

Original Flax Packed STERN BEARINGS

New Bedford, Mass.

BOTTOM PROTECTION
for the
FISHING INDUSTRY
since
1863

TARR & WONSON'S
COPPER BOTTOM PAINT



New Plant for M. L. Snyder & Son

BEFORE the end of this month, M. L. Snyder & Son will be operating at full capacity in their new plant at Jasper and York Streets, in the heart of the Kensington industrial section of Philadelphia, Pa. The new plant comprises 80,000 square feet of floor space on 31,000 square feet of ground. It fronts on three streets, and occupies nearly the entire block.

The new plant consolidates several smaller ones which the Company had in Philadelphia, and was necessitated by the rapid growth of the Company's Eastern business in the last few years. It will permit oiled clothing to be manufactured for the Eastern trade in Philadelphia, whereas in the past all of it was made at the Seattle, Wash., factory, and had to be shipped East for Atlantic coast distribution.

Other items for fishermen manufactured by M. L. Snyder & Son include rubber boots and suits, rubberized cotton gloves, aprons made of rubber or oilskin, trolling tubing, and fire extinguishers. The Company was established in Philadelphia in 1878, and has always maintained its general offices in that city.

Gifford-Wood Buys Creasey Line

THE Gifford-Wood Co., Hudson, N. Y., has purchased the Creasey Ice Breakers Department of the Cochrane Corporation, Philadelphia, Pa., and will manufacture, sell and service all equipment hitherto handled by the latter. The Creasey products will continue to be known as such, preserving the high reputation earned by this popular and widely-used equipment, which has been on the market since 1880.

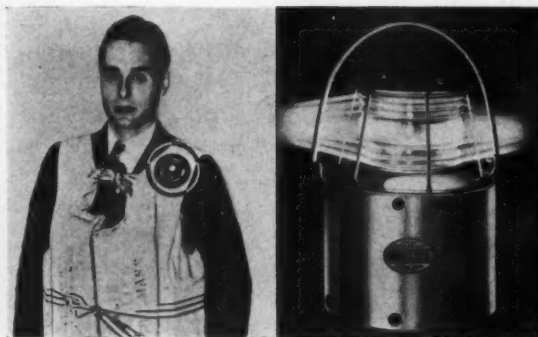
The growing markets for cracked and flaked ice, the many successful installations of Creasey machines coupled with Gifford-Wood's broad line of equipment and tools for the ice and refrigerating industries, make the new arrangement attractive from the customers' viewpoint as well as those of the two parties to the line-up.

New "F-M" Representative

FAIRBANKS, Morse & Co. announce the appointment of Lee Hardiman, 81 W. 32nd St., Jacksonville, Florida, to represent the Company in marine sales on the East coast from North Carolina to Miami, Fla.

Trask "Lobsterman" Engine

THE Trask "Lobsterman" gasoline engine, in one and two cylinder sizes, is being introduced to lobster fishermen by L. M. Trask & Co., 11 Commercial Wharf, Boston, Mass. The one-cylinder model is rated at 4-6 hp. at 900 rpm.; the two-cylinder is rated at 10-12 hp. at 1200 rpm. Both are of the 4-cycle type, with 4 in. bore and 4 in. stroke. Large openings in both sides of the crank-case permit adjustments to connecting rod, oil pump, etc. En bloc cylinders, force-feed lubrication, and a governor speed control are among the features mentioned in the catalog, available without charge from the Company.



The Sea-Lite life preserver with the automatic light on the shoulder, and, at right, an anchor light.

New Light Uses Sea Water for Fuel.

A REMARKABLE invention, with many applications in the fishing industry, is the new type of light developed by the Sea-Lite Manufacturing Corp., 791 Tremont St., Boston, Mass. The light burns when the container is filled with ordinary sea water, or with fresh water to which salt has been added. No switches, matches, oil or batteries are required. The light is fireproof, will stay lighted, gives continuous service, and requires no care such as cleaning, filling with oil, etc. Pouring out the water extinguishes the light.

At present, anchor lights, running lights and cabin lights are available, with other styles to be produced later. The Company also manufactures a special life preserver, which has, on one shoulder, a light that goes on automatically the instant the preserver hits the water, be it fresh or salt. Such a preserver will enable rescue vessels to locate the wearer in the dark, and will be especially valuable should the wearer be unconscious.

In process of development is a trawl marker, designed especially for fishermen, to be used for marking gill nets, etc.

Recent Bolinders Installations

A 50 hp. slow speed Bolinders Diesel, which has been installed for the past 20 years in the fishing boat *Fosstena*, owned by the Elbemar Fishing Co. of Philadelphia, has been replaced with the latest type W7 Bolinders Diesel turning at 800 rpm., driving a large size propeller at 400 rpm. through a 2:1 reduction gear.

Other recent installations of Bolinders Diesels include three in Brooklyn boats. The *Daisy* now has a 100 hp., W7M45, and the *Lena* and *Nora* each have a 50 hp., W7M25.

Columbian Bronze Catalog

FROM the Columbian Bronze Corp., Freeport, L. I., N. Y., comes a very fine booklet illustrating and describing the Columbian line of propellers, visible intake water strainers, dual steering controls, sleeve couplings, new shaft logs and other items. Speed tables and other data add to the value of the catalog. To obtain a copy, write the Company at the address given; there is no charge for the booklet.

Touromarine Ford Conversions

A LEAFLET describing the two Ford motor conversions and generators has been issued by the Electrical Industries Manufacturing Co., Red Bank, N. J. The 4-cylinder, 45 hp., Model 40 "Touromarine" marine engine uses a Ford Model A motor as a basis; the 90 hp. Model 48 uses the Ford V-8. Both are available with or without reduction gears. Touromarine generators, weighing only 48 lbs., are operated by a $\frac{1}{2}$ - $\frac{3}{4}$ hp. 4-cycle air-cooled engine, and will run for 15 hours on one gallon of gasoline. The leaflet describes these units fully, as well as Touromarine pumps, water cooled elbows, and special coils for any Ford Model A engine.

Economy

For Diesel power choose Red Wing. Offers every advantage plus Red Wing dependability.

Write for special "Comet" Bulletin. Also 18 Gasoline Models 4 to 125 H.P. and 7 "Hesselman" Fuel Oil Types. 35 to 200 H.P.

Red Wing

COMET

FULL DIESEL

A modern marine Diesel—accepted throughout the world for its smooth operation — extreme dependability and outstanding economy.

Two 6-Cylinder Models: 75-100 H.P., 120-140 H.P.

W. H. MORETON CORP., 1043 Commonwealth Ave., Boston, Mass.
RED WING MOTOR COMPANY, Red Wing, Minn.

IT'S THE END OF THE SEASON

That shows the careful-buying fisherman the worth of "JERSEY CITY" Copper Paint.

"PETTIT" Bottom, Exterior Hull, Topside Paints are serving Fishermen around the entire coast line of the United States...and have since 1861.

PETTIT PAINT CO., Inc., Jersey City, N. J.
 Send for All-Atlantic Coast Tide Calendar

PAINT **PETTIT** and see what Service means

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

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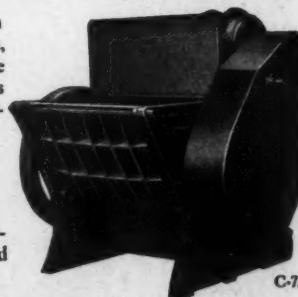
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	Chicago	San Francisco	

ICE BROKEN INTO THIN FLAKES

which will fit in between and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

THE CREASEY ICE BREAKER

because of its interchangeable combs and adjustable front plate.



C-72

GIFFORD-WOOD CO. HUDSON, NEW YORK

Fish, Boats, Engines, Gear and Supplies

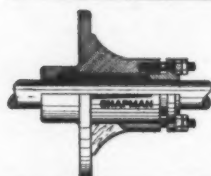
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351 Congress Street, Boston, Mass.
WHOLESALE

Largest stock of Marine Electrical Supplies in New England.

INCLUDING

Russell & Stoll—Cory—Fittings—Lamps—Telegraph Wire—
Sleeves—Pulleys—etc. Navy Cable and General Supplies.



If You Desire to Cut Maintenance
Costs and Improve Operation

Use the

Chapman Flax Packed Stern Bearings

Sold by reliable dealers everywhere

Manufactured by

CHAPMAN PRODUCTS

166 Thames St. Newport, R. I.

The modern fisherman's suit with rustproof and waterproof
Talon Zipper closing front. Dealers solicited.

RUBBER CLOTHING

Ask For Them By Name

"FISHERMAN'S FRIEND" BRAND

Sold by Reliable Dealers Everywhere

Manufactured by

C. L. LOVIG **MARINETTE, WIS.**

MARINE BARGAINS

40 ft. x 10 ft. 6 ins. x 3 ft. 6 ins. dragger—Gray powered,
in commission—all new 1933, \$1,300. 46 ft. 6 ins. x 11 ft. 8
ins. x 4 ft. dragger, Palmer powered—in commission \$900.
95 ft. x 22 ft. 4 ins. x 8 ft. trawler, oil powered, built 1928,
in commission, try \$12,500. Oil Engines: 100 hp. Fairbanks-
Morse C-O, \$1,400. 100 hp. Standard six cylinder, \$1,250.
60 hp. Model U Cummins, \$1,200. 90 hp. Model MAN Buda,
\$1,500, and many others. R. & L. Hyde propellers, 38 x 38,
bored 2 1/4 inches, like new—pair \$70, or \$40 for one. Write
us as to your requirements. KNOX MARINE EXCHANGE,
CAMDEN, MAINE.

FOR SALE

Dragger *Alert* 54 ft. long, 14 ft. beam, 5 ft. 6 in. draft. 45
hp. CO, Hathaway winch. Fully equipped for dragging and
scallop. A-1 condition. For further particulars write
Capt. Charles L. Hanff, 202 Sixth St., Greenport, L. I., N. Y.

FOR SALE

One Standard Diesel, 3 cylinder, 4 cycle, 75 hp. engine. In
good condition. Robert C. Howland, 89 Russells Mills Road,
So. Dartmouth, Mass.

FOR SALE

Fishing launch *Madeleine* with lobster, dragging and sword-
fish gear. Size 36 x 10 x 4. 40 hp. Lathrop very good condi-
tion. Would make a good pleasure boat. R. B. Norton, Chil-
mark, Mass.

GRAY MOTOR BARGAINS

Gray "Four-56", 30-50 H.P. fishboat motor, 6 V. starter
and generator, clutch and reverse gear, Tachometer Instru-
ment Panel, remanufactured, new motor guarantee \$440

Gray "Model 225" discontinued 1936 heavy duty motor,
6 cyl., 60-87 H.P., brand new \$500

Special prices for May to reduce our stock. Write for big
new list. Tell us about your boat.

GRAY MARINE MOTOR CO.

646 Canton Avenue

Detroit, Michigan

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

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SHIP CHANDLER

Complete Line of Fishermen's Supplies Including

WALL ROPE PFLUEGER HOOKS

HENDERSON & JOHNSON PAINTS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

TRASK LOBSTERMAN

POWER—ECONOMY—PRICE

The Last Word in Work Engines From 4 to 40 hp.

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